

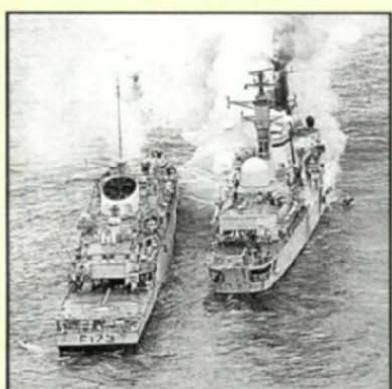
Navy News

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**Lessons learned
– the Falklands
20 years on**

**Special
supplement
inside**



Super-bee's back, p16



**Sign of the
times – how
to manage
tomorrow's
people, p39**



**Massive
show of
strength
by four
coalition
navies**

FIVE-STAR FLEET FIGHTS TERROR

HMS ILLUSTRIOUS is seen with coalition ships operating in the Middle East, the combined fleet including no less than five carriers from four navies.

The individual battle group commanders met on board *Illustrious* – flying the flag of Rear Admiral James Burnell-Nugent, Commander UK Maritime Forces – to discuss their support of Operation Enduring Freedom and the global war against terror. (See centre pages).

Meanwhile HMS *Ocean*, with elements of 45 Commando Royal Marines embarked, sailed from Portsmouth on February 11 for operations in the Indian Ocean.

The Royal Navy's biggest warship will take over the role of UK flagship from *Illustrious*, which will return to the UK this month.

C-in-C Fleet Admiral Sir Alan West said: "While Afghanistan does not fill as many column inches as it did, we should not forget that the 'war on terrorism' continues, and coalition forces remain actively engaged in pursuing Al Qaeda and its supporters.

"Since the events of September 11, the Royal Navy has played and continues to play a significant role in operations. The deployment of HMS *Ocean* will allow HMS *Illustrious* and the remaining elements of 40Cdo to return home after being away for eight months.

"For as long as the UK remains committed to operations in this region, the Royal Navy, with its wide range of capabilities, will continue to play a full part."



LIFESAVING ACTIONS BY ROYAL NAVY SEA KINGS

Stricken ship crews winched to safety

A ROYAL Navy Sea King helicopter from RNAS Culdrose winched 16 Russian seafarers to safety after their ship got into difficulties in storms on Saturday, February 2.

The aircraft was alerted after a distress signal was picked up from the Maltese-registered freighter Kodima, en route from Scandinavia to Libya with a load of timber, which had run into trouble in a Force 9 gale.

With RFA tanker Black Rover standing by, the Sea King headed to the ship, which was around 20 miles south of Fowey, with a second helicopter following on because of the number of sailors on the ship.

When the first aircraft arrived, the Kodima's captain, Sergey Gorshkov, had already decided to abandon ship, and the crew – including at least one woman – were in lifejackets at the highest point on the ship.

With a list in excess of 40 degrees, and the ship rolling heavily, an attempt to put diver LACMN Andy Penrose on to the deck was abandoned as too risky, so the winch was lowered by winch operator WOACMN Richie Burnett with a grab-line for the Russians to recover.

With the second aircraft on station, the captain of the first Sea King, observer Lt Roger Brook, and pilots Lt Paul Forbes and Lt Justin Ollerton, decided to take all 16 into their helicopter as they feared the Kodima could roll in the stormy conditions – by this stage the wind was gusting to 40 knots and the ship was being buffeted by waves 20-30ft high.

The rescued mariners were landed at Culdrose, where they were checked by the medical team and given a good breakfast and a chance to rest.

The other member of the aircrew was LACMN Dave Cheeseman, who had just qualified, and was on board to gain experience.

The Russian captain told journalists that "it was a very professional rescue carried out by a very professional crew."

Later that day the new duty crew were scrambled to attempt to put a team of salvage experts on board the Kodima, which by now was being driven inshore towards Whitsand Bay, which was liberally scattered with planks of wood from the cargo.

The first attempt was abandoned when it was decided the conditions on board were not safe, so a second bid was made on Sunday morning.

Four Dutch salvage experts were picked up from Roborough Airport in Plymouth, but again the



● The 771 Naval Air Squadron from Culdrose hovers above the stricken freighter Kodima to land a member of the salvage team on board.

conditions – winds gusting to 35 knots and choppy seas – defeated their best efforts.

A third attempt on Sunday afternoon was successful, and the salvage team spent about two hours on the Kodima before 771 Squadron picked them up again, the weather having calmed right down by then.

The Sunday team featured the same two pilots as Saturday – Paul Forbes and Justin Ollerton – with observer Lt Dave Smith, winch operator POACMN Paul Kelsall, diver Andy Penrose and Dave Cheeseman again getting valuable first-hand experience.

Meanwhile two helicopters from Royal Fleet Auxiliary supply ship Fort George rescued 14 sailors from a sinking dhow in the Arabian Sea.

Fort George was en route from India to the port of Aden in Yemen on January 27 when she received a distress call from the stricken 50ft MV Parvin Sagar, which was reported to be in trouble in heavy seas.

Two Sea King helicopters of 820 Naval Air Squadron, currently embarked in the supply ship, were launched, and when the first arrived on the scene it found the dhow without power and rolling heavily in the rough seas.

All 14 crewmen – a mix of Indian, Pakistani and Filipino – were on the wheelhouse roof, awaiting rescue.

The first helicopter winched five of the crew to safety in difficult conditions, and the second aircraft completed the job by taking off the remaining nine.

All were returned to Fort George, where they were checked by the ship's medical team and given the all-clear.

Fort George, commanded by Capt Les Coupland RFA, is one of seven RFA vessels in the area as

part of Operation Veritas, the war against terrorism.

Fort George was awarded the Wilkinson Sword of Peace for 2000 when she played a vital part in the relief work which followed the devastating floods in Mozambique.

Search and Rescue crew thanked by Russian Admiral

One of Russia's most senior admirals has taken the unusual step of writing personally to each member of a Royal Navy Search and Rescue (SAR) helicopter crew to thank them for saving the life of a Russian sailor last October.

A Sea King from HMS Gannet in Ayrshire was scrambled when the Russian Defence Ministry reported that a sailor was stricken with appendicitis hundreds of miles out to sea in stormy conditions.

The Rescue Co-ordination Centre at Kinloss directed the Sea King, based at Prestwick, almost 200 miles out in strong headwinds to find the ship while an RAF Nimrod provided initial radio links.

Lt Neil Armstrong, the helicopter pilot, said of the rescue: "When we found her, the ship was suffering in high winds and turbulent sea, and we could see that extricating the stricken sailor was going to be difficult."

"The deck was covered in obstacles, and there was a large number of ship's aerials to be avoided."

An aircrewman was lowered with a stretcher to the deck, which

was moving up to 30ft.

The patient and a translator were successfully recovered, though the latter was left dangling over the sea when a wave broke restraining ropes, and the two were delivered to a hospital in Northern Ireland, where the sick man was treated successfully.

Admiral Zakharenko, Deputy Commander-in-Chief of the Russian Federation Navy, wrote to Lt Armstrong and his four aircrew expressing his thanks and those of the Russian Federation.

The admiral identified Lt Armstrong's leadership as key to overcoming the difficult weather conditions and making a successful recovery of the sick man.

The other members of the crew were Lt Jon Platt, (second pilot), Maj Joe Goodyear, Royal Canadian Navy (observer), POA Stephen Sharp and MA Alan Jackson.

The British Embassy in Moscow, which passed on the distress message in the first instance, described the letters as "an unusual and unexpected gesture, indicative of the goodwill that has been created between our respective forces."



● HMS Grimsby discovered a WWII bomb in Gibraltar bay.

Gibraltar diving team clear World War II bomb

HMS GRIMSBY, the mine countermeasures vessel, found a WWII aircraft bomb lying just 300 metres from Spanish waters in the sun-drenched bay of Gibraltar at the end of January.

A team of clearance divers were called in from the Gibraltar Squadron to deal with this dangerous remnant of World War II. The suspicion was that it was an aircraft bomb from the air raids on Gibraltar in the early part of the war.

Further investigation by LS(D) Paddy O'Lynn, DVR1 Jo Gow and DVR1 Dicky Dickson showed that this was a 500lb bomb lying in only 12 metres of water – with the fuse still in place!

The plan was rapidly changed from the initial version to blow it up in situ to a more delicate removal operation.

Divers attached a mine clearance airbag to lift the bomb from the seabed.

Then with a long tow the dangerous cargo was carried to a designated ordnance dumping ground to the south-east of Gibraltar's Europa point. There the bomb could be safely dropped in deep water, never to see the light of day again.

This stepped up the operation to a significant undertaking. Shipping in the bay had to be moved to keep a clear sea-lane down the centre of the bay of Gibraltar.

As the team sent the bomb to its peaceful grave at the bottom of 700 metres of water, the Spanish authorities kept a close eye on their successful efforts.

Quality recognised in Devonport fleet engineers

LLOYDS Register Quality Assurance has presented engineers in Superintendent Fleet Maintenance at Devonport with the International Standard Organisation (ISO) 9001: 2000.

This internationally-recognised award was given to the team who have reviewed and reassessed their business and management approach to keep focused on the changing needs of their customers, the ships of the Royal Navy.

Lorraine pulls the boatshow winners

LORRAINE Chase drew the winning tickets for the King George's Fund for Sailors national raffle while visiting the Royal Navy stand at the Boat Show at Earls Court, assisted by Lord Bach, Minister for Defence Procurement.

In total the raffle yielded a bounty of £34,000 to help the naval charity. Prize winners came from all over the country, including one winner who bought his ticket through Navy News and gained three bottles of whisky!



● Clearance divers from the Gibraltar Squadron preparing to clear a 500lb aircraft bomb from the bay. Picture: Cpl Martin Sadler RAF

Dolphin tots

Six junior rates from HMS Sceptre, the Rosyth-based submarine, are shown gaining their Dolphins in true submariner fashion – hidden at the bottom of a tot of naval rum.

The occasion for the celebration was the visit by Rear Admiral Niall Kilgour, Flag Officer Submarines, to Swiftsure boats HMS Sceptre and HMS Spartan at the end of January.

This was his first visit to the refitting submarines since taking office.

Sceptre arrived in Rosyth in May 1997 and has been through a four year refit. She is due to return to service later this year.

The Dolphins were awarded to OM Manning, OM Anderson, OM Gell, OM Bradley, OM Jennings and MEM Woods on completion of the Submarine Qualification Wet Phase.

Picture: Lt Len Pannett



Assault line

HMS Albion and Bulwark, the Royal Navy's new Landing Platform Dock (LPD) assault ships, are pictured at dawn in Barrow-in-Furness, under construction in BAE Systems Marine's Buccleuch Dock. Delivery of Albion is due on August 9, with Bulwark in July 2003. Picture: Mike Vallance



New recruits help rescue injured rider on Dartmoor

NEW recruits to the Royal Navy put their teamwork skills to good use when they were asked to help in an emergency on Dartmoor.

The ten recruits were on a resource and initiative training exercise when they were asked to help rescue a 14-year-old girl who had been injured while out riding.

The Devon Air Ambulance had been called to a site north-east of Ditsworthy Warren House, but were concerned about the visibility, which was deteriorating.

Paramedic Nigel Hare, of the Devon Air Ambulance, said: "Normally this situation would result in the helicopter aborting the mission and returning to base in favour of a land ambulance."

"However, reports of the casualty's injuries were such that we decided to land the helicopter as close to the scene as we could get and attempt to walk to the patient."

At this point the crew came across the recruits, five weeks into their basic training at HMS Raleigh, Torpoint. The teams were being supervised by Sgt Steve Adams, RM and PO Brad Bradley.

The youngsters volunteered to carry the stretcher - with as little disturbance as possible - in very difficult conditions. Every couple

of hundred metres the teams swapped round, allowing one group to rest as the other carried.

Despite the increasingly dense fog, they navigated back to the Navy Land Rover and, with the patient in the back, drove carefully along the mile-long bumpy track to the waiting air ambulance.

The injured girl was flown to Derriford Hospital for treatment.

Lt Cdr Barbara Mann, the officer in charge of the training exercise, said: "Although the trainees had only been in the Royal Navy for five weeks, they showed maturity and courage when dealing with this difficult situation."

"I am extremely proud of the way they assisted with the operation, and how they conducted themselves throughout."

The Devon Air Ambulance crew agreed: "The whole process took a relatively quick two and a half hours, and the patient's condition would certainly have deteriorated had she not been taken off the moor as quickly as she was."

"Overall this was an incident where the team effort really counted. The HMS Raleigh team worked beyond the call of duty to effect the safe rescue of the casualty."

Shiny Sheff is Mediterranean standing force new flagship

TYPE 22 frigate HMS Sheffield left Plymouth on February 5 to relieve HMS Chatham as the UK's contribution to the Standing Naval Force Mediterranean (STANAVFORMED).

During the six month deployment she will carry out a number of operational duties as part of the Force, including the monitoring of merchant shipping as part of anti-terrorist operations. Visits are planned to Turkey, Sicily, Crete, Spain and Algiers.

STANAVFORMED is one of a group of NATO standing forces, usually comprising eight frigates and destroyers each representing a NATO country. A Commodore or national equivalent provided by one of the participating nations is in command - in this case Cdre Angus Somerville, who took over

last September and transfers with his staff from HMS Chatham.

HMS Sheffield returned from a highly successful deployment to the West Indies in August 2001. She carried out counter drug operations in close liaison with the US Coast Guard and the Dutch Navy, playing a key role in catching smugglers carrying 749kg of cocaine.

Since then the 'Shiny Sheff' has paid a visit to her affiliated city of Sheffield and has been undergoing maintenance and training to prepare for her current deployment.

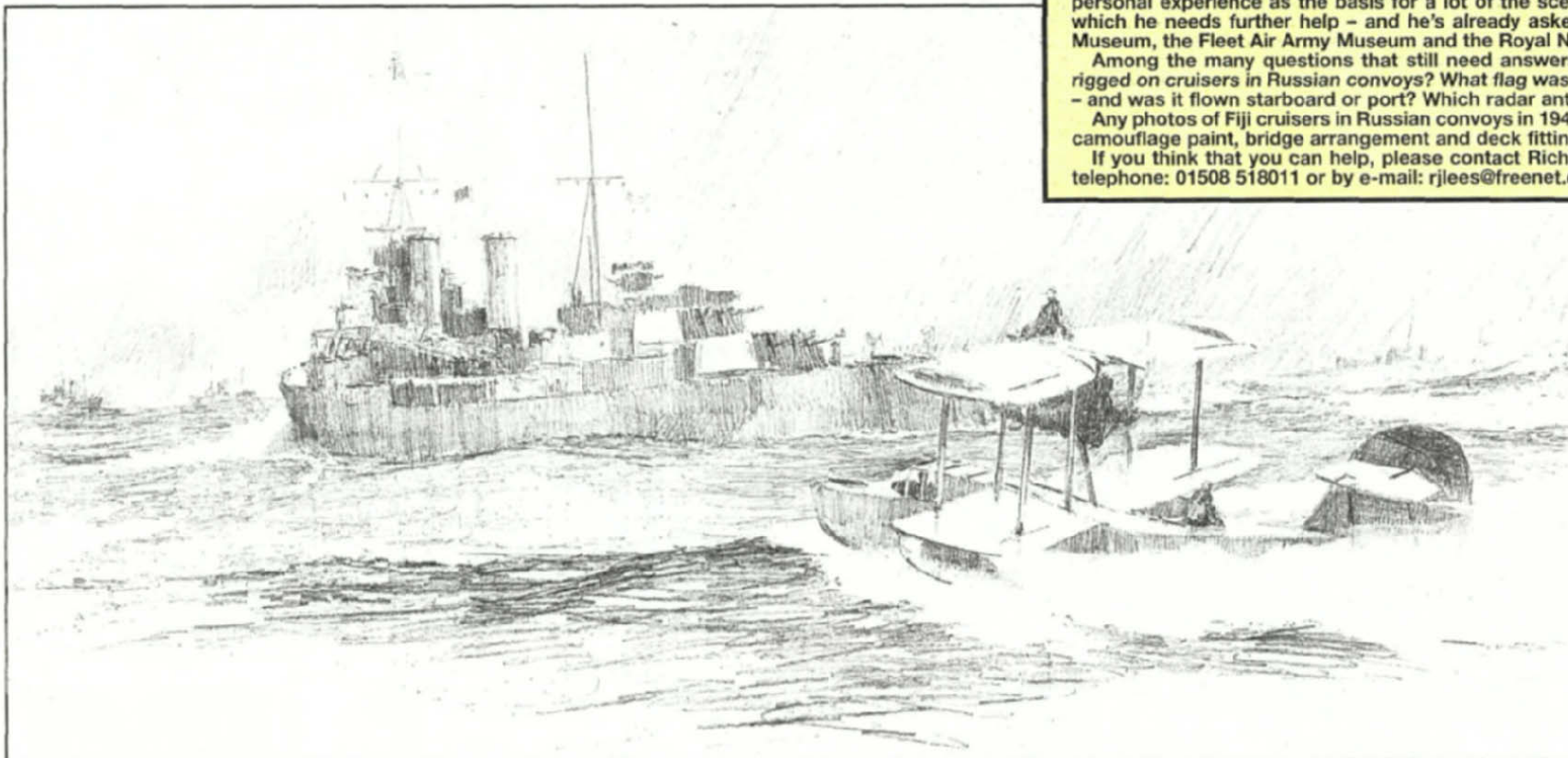
Beagle bows out at Guzz

FIRST Sea Lord Admiral Sir Nigel Essenhigh met HMS Beagle when she returned to Devonport for the last time, flying her paying off pennant.

As reported in last month's Navy News, on her voyage home the 32-year-old survey ship had been involved in the dramatic rescue of 240 refugees, abandoned in their sinking ship in the stormy Mediterranean.



Artist seeks Walrus experts



THE ARTIST Michael Lees is seeking technical advice from a deck officer, seaman or Walrus 'ground crew' who served in a Fiji class cruiser, particularly HMS Nigeria.

Walrus aircraft flew from cruisers in Russian convoys in the first three years of World War II. They landed in up to 12 foot breaking seas, and were winched aboard while the cruiser continued on the move.

The landing procedure required the cruiser to drop to the rear of the convoy to manoeuvre. She would do a hard turn at full speed then slow to 7 knots. The Walrus would land in the water smoothed by the cruiser's turn, perhaps as close as 40 yards from her stern, then taxi along its smoothed path to the cruiser's side to be winched aboard.

This whole procedure took as little as one and a half minutes to complete.

A pilot who flew Walrus aircraft from HMS Nigeria is helping with the research for an oil painting of the scene. The initial drawing pictured here shows the composition – but is not yet technically correct.

The artist himself has flown seaplanes and served as a lifeboatman so has used his personal experience as the basis for a lot of the scene, but there are still details for which he needs further help – and he's already asked a pilot, the National Maritime Museum, the Fleet Air Arm Museum and the Royal Naval Museum.

Among the many questions that still need answers are: were guard rails regularly rigged on cruisers in Russian convoys? What flag was flown to give permission to land – and was it flown starboard or port? Which radar antenna was fitted in 1942?

Any photos of Fiji cruisers in Russian convoys in 1941-2, especially Nigeria, that show camouflage paint, bridge arrangement and deck fittings would also be appreciated.

If you think that you can help, please contact Richard Lees, the artist's brother, by telephone: 01508 518011 or by e-mail: rjlees@freenet.co.uk.

New fleet for military

THE LATEST fleet joining the Services is a fleet of trucks.

The Ministry of Defence has asked five firms to bid to supply 8,500 trucks, and keep them running through their 20-year life. Three UK firms are in the running to provide these new vehicles, and all the firms are looking to use UK facilities to build and support the fleet. The winning firm should be announced towards the end of this year.

The new transports, from light trucks to heavy lorries and recovery vehicles, will be used to keep all three Services going in the front line, and are planned to start work in 2006.

The MOD expects to spend £1.4 billion on this massive truck purchase, the biggest in over 20 years.

Daniel lauded in daring air rescue

AIR Engineering Mechanic Daniel Ruszczyk received a 'Green Endorsement' for upholding the finest traditions of the Fleet Air Arm. The award recognises Daniel's courage, judgement and professionalism.

Daniel was winchman in the HMS Montrose Lynx helicopter when they were called to rescue a critically-ill crewmember from the trawler, Pena Rebollara.

Virtual forum for service families

A VIRTUAL communication centre is being set up by the Association for Royal Navy and Royal Marines Families.

Members will be able to keep in touch with other members across the world through instant messaging. It will also offer news and information, and provides the first forum facility at www.rnmfa.com.

Chaplain warns against religious fundamentalism

THE VENERABLE Simon Golding, Chaplain of the Fleet, gave a warning against crude religious labels at a meeting for military chaplains.

He separated recent operations against terrorism from the genuine religious expression of the Islamic faith in his opening remarks to a gathering of 90 military chaplains from 31 different nations at the RAF Museum Cosford.

He added: "Fundamentalism is a challenge to all the world's faith groups and a threat to international co-operation and peaceful co-existence."

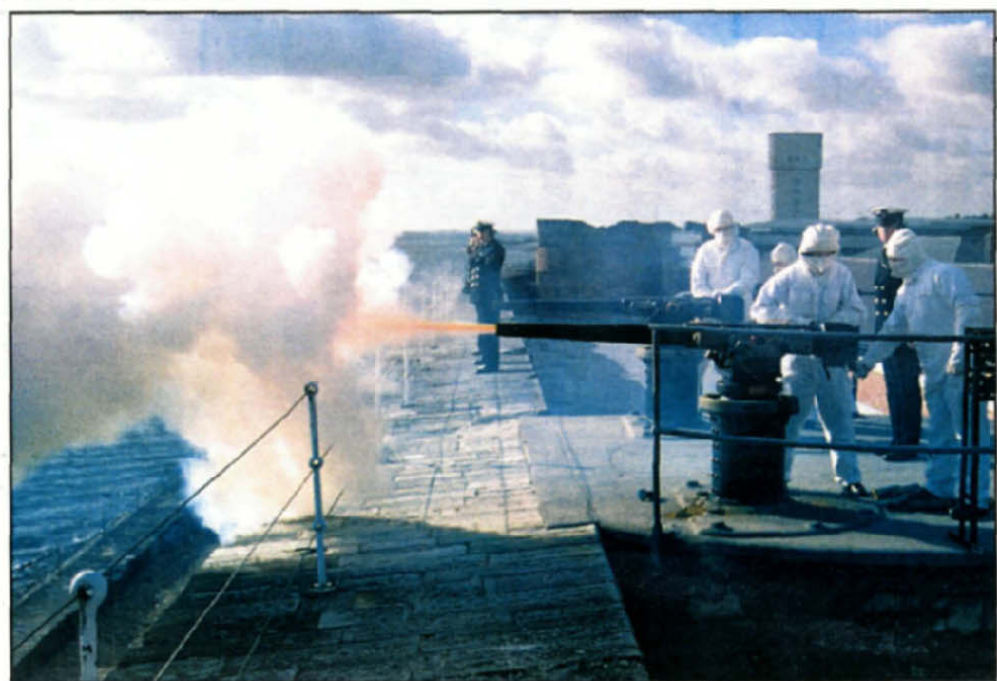
Service commitments across the world have changed over the last two decades since the end of the Cold War. Now intervention tends to be as part of a multinational force, involving greater co-operation across nations and religions.

Protestant, Roman Catholic, Orthodox, Jewish, Muslim and Buddhist representatives met at the 13th Meeting of the International Chiefs of Chaplaincies to talk about their role in military intervention.

The Royal Navy is the lead service for the UK for the event which is being hosted jointly by the UK Armed Forces and the US European Command.

The Ven Simon Golding opened with the hope "that during the course of this week as we live, work and pray together we shall learn from each other as we share our experiences and ways of exercising our Ministry to the military personnel and their dependants under our spiritual and pastoral care."

"Trust and friendship will be key ingredients to the success of our conference."



Montrose replaces ensign on wreck



● LPT Mark Jones safely steers HMS Montrose towards Port Stanley.

Picture: LA Phot Jon Hamlet

THE DIVING team from HMS Montrose has replaced the Ensign on the wreck of HMS Antelope, the Type 21 which was sunk during the Falklands War.

The seven-strong team from the Devonport-based Type 23 frigate found the foc's'le of Antelope, which lies in San Carlos Water, relatively intact, and reported back to the ship that they were able to attach a White Ensign to the bridge roof.

Team member Lt Ben Vickery said: "It was a poignant moment to see the bright red, white and blue colours of the Ensign flying some 20 metres under water – something the whole of the team will remember for the rest of their lives."

Antelope was in San Carlos Water on May 22, 1982, when she was attacked by Argentinean aircraft. Two bombs hit the ship, neither of which exploded, though one man died in the raid.

The Type 21 frigate made her way to a more sheltered part of the bay to allow two Royal Engineers to come on board and attempt to defuse the two bombs.

Three attempts were made on the first, a 1,000lb device, but without success. As a fourth attempt was made a delay mechanism on the fuse caused the bomb to detonate, killing Staff Sergeant Jim Prescott and badly injuring WO Phillips.

With Antelope on fire, the order was given to abandon ship, and she broke in two and sank shortly after.

The diving team was: Lt Dumbleton, Lt Vickery, CCWEA Jones, CPO Hutchings, POC Bird, PO(S) James and MEM Cameron.

Montrose is currently exercising in the Falklands area, including firing her 4.5in gun.

Members of the ship's company have undertaken a 'battlefield tour' on the islands while the ship was alongside at East Cove, including Mount Tumbledown.

● The royal salute fired from Fort Blockhouse at Gosport by the ceremonial staff of HMS Collingwood led by WO Rooney.

Royal gun salute fires out Queen's 50th year

THE THREE naval bases across the UK dressed their ships overall to celebrate the Queen's 50th year as monarch.

A twenty-one gun salute rang out from the quarter deck at HMS Drake in Devonport, and the ceremonial cannon at Fort Blockhouse heralded Portsmouth's own salute.

Celebrations will continue later in the year with the Golden Jubilee event for all three Services planned at Portsmouth for June 27.

Sewills, Submariners Wristwatch

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Ships of the Royal Navy No 556



Brocklesby's great catch

BREAKING new ground as the first Faslane ship to take up the duty, HMS Brocklesby's primary role as a mine hunter and sweeper has recently been overtaken by her success as a fishery protection ship.

The Hunt-class mine countermeasures vessel (MCMV) has just finished the last of her three patrols in her six-month assignment to safeguard the nation's marine population.

She's been through an eventful few months.

Away from her fishery duties, on her first patrol her team of divers was called to help a Belgian trawler with a fouled propeller, and she escorted a dis-masted Dutch yacht across the North Sea, as part of an operation involving the UK and Netherlands coastguard and lifeboat services.

She also found time to search the Medway for a World War II German mine found and lost again in the deep Kentish mud.

Despite these distractions, Brocklesby has managed to rack up an impressive haul of fishery catches in her short tour.

A Belgian trawler was escorted to Lowestoft for breaching the rules, and there are prosecutions pending for British trawlers. The Royal Navy ship has also issued a number of written warnings.

Just before Christmas, Brocklesby conducted her hundredth boarding on a scallop dredger just off the Isle of Man.

The owner was, it seems, a bit surprised to be boarded at 6am by a Royal Navy team bearing smiles, a bottle of wine and ship's crest for their hundredth customer.

Brocklesby is mostly built of glass reinforced plastic (GRP), which is non-magnetic and strong enough to stand up to the explosions likely to be encountered in



● The Scottish-based Hunt class HMS Brocklesby carrying a piper on return from fishery protection duties.

mine countermeasures work.

This GRP hull is designed to reduce to a minimum the ship's magnetic signature. Her noise signature is also kept low by careful tuning of all the main machinery.

As a Hunt class, she has the ability to carry out both minesweeping and minehunting operations.

Mines are destroyed by being swept by a towed wire and influence sweeps or hunted using the ship's high-definition sonar, then detonated by explosives placed either by one of the ship's divers or the ship's remote controlled mine disposal system.

Unusually for a small ship, HMS Brocklesby has three affiliations. One to West Lindsey near Gainsborough, a recently renewed

affiliation to Belper in Derbyshire from her World War II antecedent, and her Scottish affiliation to Rothesay.

The current Brocklesby is the third to bear the name. The first was an ex-coaster taken up from trade in 1916, and recategorised as a Merchant Fleet Auxiliary.

The second HMS Brocklesby was a Type I Hunt class destroyer completed in 1941. She formed part of the 15th Destroyer Flotilla under Plymouth command.

She provided cover to convoys in her early career during World War II, before taking part in the raid on St Nazaire in 1942. Later the same year, she was part of Operation Jubilee, the raid on Dieppe where she provided covering fire, and

herself came under heavy fire, taking several hits. Soon she was back in action in Operation Bowery against the Germans.

By 1943, Brocklesby moved on to the Mediterranean Fleet where she served for nearly two years as a convoy escort. Brocklesby formed part of Force V in the invasion of Sicily in July 1943. Then for the next two years she was involved in bombardments of enemy positions, including the landing at Salerno.

Increased U-boat activity in home waters called Brocklesby nearer home in early 1945, until in July she became an aircraft target training ship and was reclassified as a frigate. She was still in service into the 1960s as a training ship, until she paid off in 1963.

The present HMS Brocklesby has now returned to her mine warfare patrol. In the summer she is planned to deploy to the eastern Mediterranean on Argonaut.

Facts and figures

Class: Hunt-class mine countermeasures vessel
Pennant number: M33
Builder: Vosper Thornycroft, Woolston
Launched: January 12, 1982
Commissioned: February 3, 1983
Displacement: 750 tons, fully loaded
Length: 60 metres
Beam: 10 metres
Draught: 3 metres
Speed: 15 knots diesel, 8 knots hydraulic drive
Complement: 45 (five officers)
Main machinery: Two Ruston-Paxman 9-59K Deltic diesels; Deltic Type 9-55B diesel for pulse generator and auxiliary drive; two shafts; bow thruster
Weapons: One 30mm gun; four general purpose guns
Radar: Navigation radar: Kelvin Hughes Type 1007; I-band
Sonars: Plessey 193M Mod 1 sonar, hull-mounted, minehunting; Mil Cross mine avoidance sonar, hull-mounted, active
Minehunting system: RCMDS (Remotely Controlled Mine Disposal System)

BATTLE HONOURS

Dieppe 1942
 English Channel .. 1942-3
 Atlantic 1943
 Sicily 1943
 Salerno 1943
 Adriatic 1944

AIRCRAFT OF THE ROYAL NAVY No 65



● Fairey Gannet AS 1, aircraft XA361 of 719 Naval Air Squadron at RN air station Eglinton, Northern Ireland, in the latter part of the 1950s.

Fairey Gannet AS 1

ALTHOUGH long in development, the two main variants of the carrier-borne Fairey Gannet saw service with the Fleet Air Arm from the early 1950s until the very end of the 1970s.

The anti-submarine version pictured above – the AS 1 – was derived from the prototype Fairey Type Q which first flew in September 1949, but it wasn't until a much-modified third prototype was airborne in May 1951 that the green light was given for full production to begin.

The AS 1 was a revolutionary aircraft in many ways.

It was the first aeroplane in the world to fly with a double airscrew turbine power plant, its contra-rotating airscrews giving the control of a single-engined aircraft with the benefits of a twin.

The two 'halves' of the Armstrong Siddeley Double Mamba 100 engine could be controlled independently, allowing one airscrew to be feathered for economical cruising, while the Gannet could quickly return to full power for action.

Gannets were also the first RN aircraft designed to both seek and destroy; radar would pick up the target, while for the latter part of the equation there was a spacious bomb bay capable of housing torpedoes, mines, depth charges or bombs, in addition to rockets below the wings.

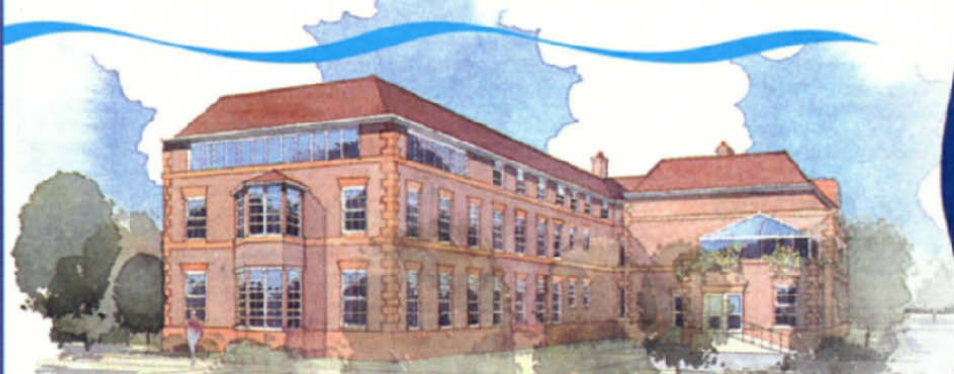
The Gannet was the first turbo-prop aircraft to land on a carrier (HMS Illustrious in June 1950), and the type went front-line with 826 NAS in January 1955, at Lee-on-the-Solent.

In total, 172 AS 1s were built by Fairey, and the type was succeeded by a more powerful variant, the AS4, on the production line from 1956, which added 90 more to the number.

But rapid developments in helicopter design brought about a hastened demise for the Gannet as an anti-submarine platform, and the last AS 1 flew for the Royal Navy in June 1961 (700 NAS), though the RAN flew their AS1s until 1967.

The Gannet had a three-man crew, and had a top speed of just under 300 mph, with a service ceiling of 25,000ft.

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The RNBT also gives financial grants to serving and ex-serving RN ratings, RM other ranks and their dependants (the 'RNBT Family') to help them in a wide variety of circumstances. For advice and assistance please contact the Welfare Controller at RNBT Headquarters.

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Letters

JACK

BY TUES



Topping up under way

WITH regard to early Replenishment at Sea (January issue) *Jane's Fighting Ships* of 1907 shows a photograph of the Italian cruiser Liguria coaling while under way at 12 knots using a Temperley Patent Marine Cable Transporter.

This appears to be some form of "jackstay" rig and the warship appears to be towing the collier as a means of keeping the correct distance.

Regarding oiling, *Jane's* 1914 edition shows a photograph (attributed to the *Daily Mirror* of February 7, 1906) of the Majestic-class pre-Dreadnought HMS Victorious oiling from an "oiling steamer" while under way.

Again, the warship is towing the other ship: the oil is being supplied through a flexible metallic hose suspended in bights along some form of jackstay.

Clearly, under-way replenishment was not a new thing even in the 1930s.

A final point regarding A. C. Bishop's photograph: the two cylindrical tanks shown secured to the battleship's deck-edge are nothing to do with replenishing the destroyer.

I believe them to be petrol storage tanks for the ship's spotter aircraft and boats. Containing a volatile fuel, they had to be easy to jettison. — **'Foul-weather Jacket'**, Fareham, Hants.

Two more Meteors

WITH regard to 'Aircraft of the Royal Navy' featuring Gloster Meteor 7s (January issue) you mention Nos 759 and 728 squadrons but not 702 which had two.

It formed in April 1949 at RNAS Culdrose as a Sea Vampire squadron but also had Nos VZ446 and VZ646 Meteor 7s, one of which is in Mounts Bay after crashing during the Air Day Handicap race, taking off after the Sea Fury and Sea Vampire.

I joined the squadron on formation, moving to 809 Sea Hornet squadron also at Culdrose in 1951. — **D. A. Bailey**, Rugby, Warwickshire

TV licences: why do we have to pay twice over?

I AM wondering whether anyone could give me a plausible reason why married and single men in my unit are being financially burdened by the TV Licensing Board?

I have five married men, two out of base port, who live in single cabins within one of Her Majesty's establishments.

Even though they have a valid television licence at home, they are required by law to pay in full for an additional licence to watch television in their own cabins.

It seems unfair that employees of HM Government who willingly put themselves in harm's way in the service of their country are being told to pay what amounts to two days' pay, whilst prisoners being held at Her Majesty's pleasure, supposedly being

punished, are allowed to have televisions in their cells at no extra cost.

In this case, and I'm sure there are others, one television licence covers the whole prison.

I understand that television rooms are provided in shore establishments, smoking or non smoking, but why shouldn't our off duty personnel have the choice of a little privacy after a hard day's toil?

In these days of a more matelot-friendly Navy with its PFS/harmony responsibilities, shouldn't some dispensation be initiated to give the married or single man, if a home owner, the respect he deserves and allow him to use his home television licence for his cabin? — **Lt Cdr G. J. Wilson**, Officer-in-charge, Southern Diving Unit 2, HMS Excellent.

China posting

I WAS very interested to read the article 'Pen Pal via Siberia' (January issue).

I was serving in HMS Caradoc at Hangkow on the Yangtse River in the early 1930s. The 'Yangtse cruiser' as it was known, together with 13 gunboats, looked after British interests on the river from Shanghai to Chungking.

Yangtse gunboats never returned to the UK for recommissioning, but half-crews were changed annually. Most docking and refitting was carried out at Shanghai and it was probably while Scarab was in dockyard hands that this letter was posted.

I took this picture of her alongside there before I came home in 1934. — **W. E. Breton**, St Martins, Guernsey.

PRIOR to 1936 all mail for the China Fleet was sent via Siberia taking up to three weeks if a ship was in Northern waters, and much longer if ships were further South. By sea mail it was never less than six weeks. When Imperial Airways introduced the Short Empire Flying Boats they took over the mail run as far as Singapore and from then on mail arrived in days instead of weeks, again depending where a ship happened to be. It was a great improvement and appreciated by all. — **G. G. Wright** — Mt Maunganui, New Zealand.

How Dickie Mountbatten shot a chip off the block

REGARDING "the carrier that cut no ice" (January and February issues) my late father, Charles Hawken Drake, recalled that during one of the Quebec Conferences a little light relief was introduced when Mountbatten demonstrated his iceberg aircraft carrier codenamed Habbakuk.

(This name had been chosen by Churchill with reference to the text in the Book of Habbakuk in the Bible: "Behold ye among the heathen, and regard, and wonder marvellously: for I will work a work in your days, which ye will not believe, though it be told you.")

British and American Chiefs of Staff had been having long and sometimes angry arguments about the future policy and strategy of the war and finally decided to send everyone else out of the room and that just three British and three American Chiefs should continue their arguments alone.

General Brook, the British CIGS, had already agreed that Mountbatten could demonstrate his ice carrier (and got the American General Marshall's agreement), so just as the meeting was breaking up, Mountbatten entered the room with a trolley pushed by two hotel waiters. On this was a huge block of normal ice.

Mountbatten asked the Chiefs of Staff to move to one side, pulled out a revolver and fired it at the block of ice which shattered into a million pieces.

A similar block was then wheeled in and Mountbatten asked for the strongest man present, the US General Arnold, to try and shatter this block with an axe. The General brought down the axe with an enormous crash, the only result being a squeal of pain, because the axe bounced off the block, giving him a nasty jar — and the ice remained intact.

This, said Mountbatten, showed how different ice (reinforced 'Pycrete') reacted, and he wondered if it would stand up to a shot. He pulled out his revolver and fired — with a terrifying result because the bullet ricocheted off the ice and round the room, tore a hole in the shoulder of Admiral King's jacket, then hit the Chief of the American Army Air Force and cut a piece out of his sleeve.

After a pause, everyone burst

out laughing and told Mountbatten he had better get on with building his aircraft carrier.

All this was related afterwards by General Brook to my father. — **Miss A. G. Drake**, Chichester.

THE HABBAKUK project was perhaps a little more substantive than your article implies. After consulting a physicist, Prof J. D. Bernal, Mountbatten briefed Churchill who in December 1942 wrote: "The advantages of a floating island or islands, even if they are only used as refuelling depots for aircraft, are so dazzling that they do at the moment need to be discussed."

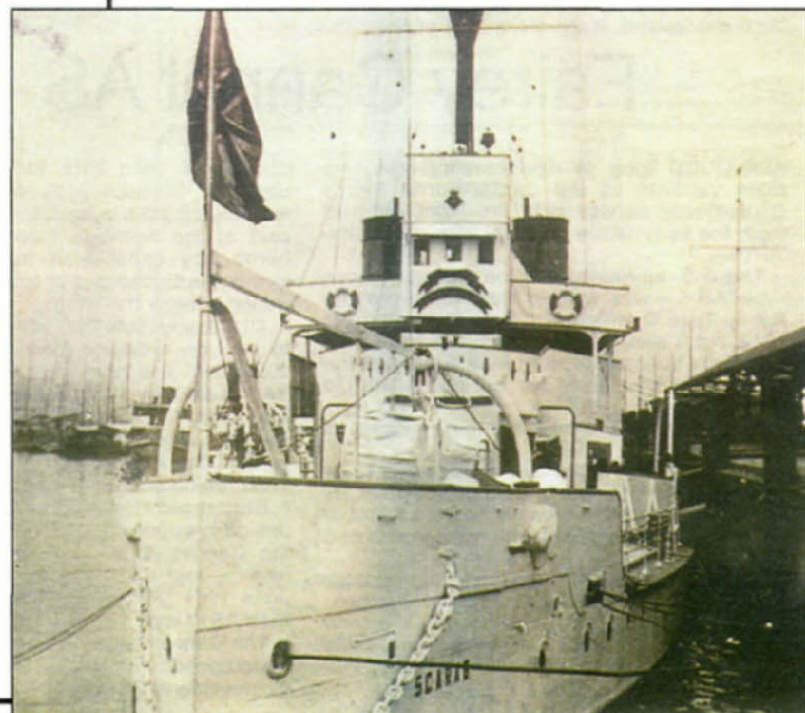
This of course was at the time of the "mid Atlantic gap" in air cover at the height of the U-boat campaign.

Construction was undertaken at Patricia Lake of a 1:50 scale model of a vessel which would be 600 metres long, 90 metres wide and 60 metres deep. It would have 26 electrically driven propellers, a top speed of seven knots, a crew of 2,000 and be made of a frozen substance composed of water and wood pulp. It would have a central refrigeration unit which kept the ice component at a core temperature of -10C.

The project for one ship, to be built in Newfoundland, was costed at \$100 million and thought to require 35,000 people during the construction phase.

Churchill discussed it with Roosevelt at the Quebec conference in August 1943 and the matter was left in the hands of the Americans. In December 1943 they decided that priorities and resources should be directed elsewhere.

The completed model successfully floated free until July 1943 when its refrigeration equipment was removed. The ice melted and the basic wood and galvanised iron structure sank near the south shore where it remains a favourite spot for sports divers. — **E. M. Ward**, Poole, Dorset.



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Letters



Another Zulu

READING 'Zulu's Last War Dance' (January issue) reminded me of my own Zulu's farewell in September 1942.

My Zulu, one of the earlier Tribal class destroyers, was born in 1936 in a Clyde shipyard where I was serving a five year apprenticeship as a Marine Engineer and I helped build her main engines.

I was on board her at launch, dock trials, sea trials and acceptance trials, when she was handed over to the Royal Navy.

In 1938 I joined a Glasgow shipping line. My ship was in Rio when war was declared. We sailed for the UK on one of the first convoys from Freetown.

On reaching Liverpool, being a member of the RNR, I was called up and posted to a corvette on the Atlantic run. On our trip home we were torpedoed. Some of us were picked up by one of the escorts and brought to Liverpool.

After survivor's leave, I was given a posting to a ship undergoing repairs at Leith - would you believe it, HMS Zulu? I felt quite at home as I walked up the gangway to present myself to the Engineering Officer.

I was with her from 1940-42. We took part in various operations, the most outstanding being Operation Agreement, the combined operations raid on Tobruk, September 13-14, 1942.

After this, on the way to Alex we were dive bombed three times by Ju 88s. The second raid disabled us and we were taken in tow by HMS Hurley. The third attack was the final nail in the coffin - the damage was so bad the tow rope had to be cut and she rolled over to starboard and sank.

The comradeship in the Tribals was so strong. There is a story of an ex-Zulu who had been drafted to HMS Medway when she was in convoy with Zulu. When Medway was sunk, he ignored the vessel picking him up and swam off towards Zulu which was a quarter of a mile away. - H. G. Gordon, Saltcoats, Scotland.

Museum plea

I NOTICED with great interest the story about a plan to open a nuclear submarine to the public in Devonport (January issue).

Surely it is about time we had a small submarine museum in Scotland, considering its own history of submarine activities out of the Clyde and elsewhere? - E. A. Mortlock, Dunfermline.

Belfast is kept out of Kuwait

I AM presently residing in Canada and my sister, who lives in the UK, recently sent me a package of old family photographs and a letter. The letter was from Capt Morgan Giles, then Commanding Officer of HMS Belfast in the Far East.

The letter was a Christmas message to the families of the Ship's Company and is dated December 1, 1961. At Sea. He mentions that had we not been required to go into Singapore drydock the ship would have been dispatched to Kuwait.

I could not remember the events that would have seen us head to the Middle East and asked around the expat community here but no one could remember with any certainty this event in history.

Coincidentally a couple of days later I was reading the November issue of Navy News and there in the letters section was the answer. What would be the odds on that? - Bill Adamson, Calgary, Alberta.

This was Iraq's announcement that she was going to annex Kuwait, which triggered Royal Navy action to support the smaller state. - Ed.

● HMS Belfast in Singapore for paying off, February 1961, the flight deck of HMS Hermes seen on the left.

Singapore gun lore

I AM currently trying to research Singapore's 15in guns of World War II vintage to help open a heritage site concerning them, how Singapore was more or less turned into a battleship.

Five guns were installed there in the 1930s and my sources seem to suggest they were rotated on and off battleships for servicing, including HMS Barham. Some may have seen action in the Battle of Jutland.

The image of them pointing out to sea could be misleading. The five biggest guns were deliberately placed out of sight of the sea.

There were suggestions in the 1920s that one 15in gun should be located on the island of Pulau Blakang Mati, a stone's throw from Singapore's south coast, but this was ruled out precisely because the Blakang Mati position would be visible from the sea. Instead, all the 15in guns were placed slightly inland, often surrounded by trees.

I am anxious to locate the logs for the guns. So many people have piled layer upon layer of myth about them that we are determined to get the story right. - Dr Karl Hack, Nanyang Technological University, Singapore

Gallantry gatherings on offer

THE GALLANTRY Medallists' League is second only to the VC and GC Association and embraces all holders of second level gallantry awards, both military and civilian, within the Commonwealth.

Today membership is drawn from seven countries and all are welcome to take part in our activities, particularly the biennial Musters held at the Royal Hospital, Chelsea and the Victory Services Club. The last one included 58 members from Australia and others from Holland, Denmark and Spain.

A single payment of £15 secures life membership. Write to The Secretary, GML, Tudor Cottage, Wick Hill, Finchampstead, Wokingham, Berks RG40 3SW for details. - Lt Col J. M. Gaff, Wokingham.

Jubilee Medal: some would be willing to pay for it

I READ with disappointment your article on Golden Jubilee Medal entitlement (January issue).

I left the RN in 1977 having served 25 years, the whole of Her Majesty's Silver Jubilee.

I was extremely disappointed, like many others, at not being considered for the medal. The Golden Jubilee medal is apparently available to all currently serving for five years or more - quite right.

Should we not seriously be considering an award of the medal to those of us now retired, who have served Queen and country for so long?

Presumably it is all down to cost, but personally I would be prepared to contribute to the cost to receive

and wear the medal with pride and no doubt there are plenty of others out there who would do likewise. - G. Bishop, Southsea, Hants.

TWENTY-FIVE years ago the Silver Jubilee award was a farce.

The three medals allocated to my ship were distributed as follows: one quite rightly to the CO, the other two being drawn for, one by the senior and one by the junior rates.

The rest of us, although disappointed, accepted this to be normal for such medals, but now I wonder. - J. Bartlett, Liskeard, Cornwall.

Clean-up operation paved way for whaling museum

IN THE January edition a few paragraphs were dedicated to the 'Red Plum' HMS Endurance and you mentioned the small museum at Grytviiken as being dedicated to the story of Sir Ernest Shackleton.

The museum was primarily set up as a whaling museum to display various documents and equipment used during the whaling years at South Georgia from 1904 to the early 1960s.

The museum building is actually in what was the whaling station manager's residence, known as 'The Villa'. I believe some rooms have now been dedicated to people with strong South Georgia connections, such as Shackleton.

In 1989 Capt Roy Martin and I from Marine Salvage Services, Southampton, spent a very enjoyable voyage on the previous HMS Endurance and felt very much at home on the former merchant cargo vessel originally built for the Danish Lauritzen Line.

We were treated most regally and given the best on offer in the Ward Room, occasionally slipping down to the Chiefs' Mess for a few cans and a yarn.

Our task was to evaluate the deterioration of the whaling stations at Grytviiken, Husvik, Leith Harbour and Stromness and to formulate a plan to remove as much toxic and noxious substances as possible, including oil.

This was followed by a further visit to South Georgia in February 1969 for myself and my son Robert, who is a welder/fabricator plus two labourers from Port Stanley.

Our vessel this time was RFA Diligence. We lived at King Edward Point and commenced preparing pipe work and other jobs at Grytviiken including a coat of paint to the Villa and the whale catcher Petrel 'borrowed from a sympathetic bosun'.

We joined RFA Gold Rover for a return trip to Stromness that lasted several days due to foul weather. Mid May saw us join

HMS Leeds Castle for a bit of a bumpy ride back to Mare Harbour in the East Falklands.

In late October 1990 the elements carrier RMAS Throsk was chartered to us. We crewed the vessel with as many certificated Falkland Islanders (including the Master) as we could find, plus other crew members best suited for the forthcoming trip. Several were ex-whalers and their input was most useful.

Having loaded Throsk with all kinds of second hand plant such as tractors, diggers, special oil pumps etc she sailed from Portsmouth in late November and arrived at Port Stanley on December 22.

We left Port Stanley for South Georgia on December 29 and the clean-up operation commenced. We removed several hundred tons of furnace and gas oil plus many tons of waste oil from the derelict whaling stations.

It all had to be warmed to assist flow and was then pumped into a chartered Uruguayan tanker.

Sometimes we were able to use the whaling stations' original steam pumps adapted by our engineers for use with compressed air. Other materials such as asbestos and fibreglass were deeply buried or sealed in fuel tanks and boilers.

Several heavy pieces of equipment were collected and transported aboard Throsk for display outside the Grytviiken Whaling Museum.

Throsk returned to Portsmouth on May 28, 1991. She discharged about 30 whale catcher propellers plus many tons of non ferrous metal. This was sold to help defray costs of fuel used on the passage back. Throsk was probably one of the most comfortable vessels I have ever sailed in and was a tribute to her designers.

Without the valuable assistance of the Royal Navy, the South Georgia project would not have been possible and the museum may very well never have been more than "a good idea". - Lyle Craigie-Halkett, Southampton

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People in the News



Proud Steve

WARRANT Officer Steve Spackman of RNAS Culdrose described himself as "proud and honoured" when he was presented with the MBE by the Queen at a ceremony at Buckingham Palace recently.

Steve also thanked his family and colleagues for their support over the years since he joined the Royal Navy in 1970. His wife Lynn and parents accompanied him to the investiture.

Boats become bridges to new careers

FORMER naval commander Tim Gedge set up the Lyme Regis International School of Boat Building five years ago.

The school prides itself on understanding the new career problems faced by service personnel when they enter civilian life.

As a result, Tim has devised a five-week resettlement course that introduces its students to all the skills of boatbuilding – but without taking on a long-term commitment.

One of the bonuses of the course is learning how to work with wood, plastic and glass fibre – skills that are transferable to other sectors of the manufacturing world.

The Lyme Regis school is a supplier to the Career Transition Partnership, and the course is open to all service personnel, male or female, whatever age.

The school claims to understand the problems of transition from service life.

Contact: 01297 445545 or visit the school's website at: www.boatbuildingtraining.com.



Final plunge for Excellent commodore

COMMODORE Adrian Munns, who is leaving the service and his post as Commodore HMS Excellent, visited the Defence Diving School at HMS Excellent, Horsea Island, for the last time in January.

He was treated to a surprise dive in Siebe Gorman standard diving equipment by the Royal Engineers.

Enthusiastic from the start and watched by his wife Gilly, who was rather more nervous than he, Cdre Munns showed himself at ease in the water and enjoyed himself tremendously.

On completion, Cdre Munns was presented with a commemorative certificate from Cdr Chris Ameye, CO of the Defence Diving School.

● A smiling Cdre Munns about to be encased in diving gear at the Defence Diving School.

Samina rescuers heralded

FOUR members of a Culdrose aircrew were honoured with bravery awards for rescuing survivors of the Greek ferry disaster.

The Express Samina sank in the Mediterranean in September 2000 after striking rocks. At the time, the men were serving with Culdrose-based 814 Naval Air Squadron embarked in HMS Invincible.

Rescue 66, the ship's duty search and rescue helicopter, was launched immediately to search for survivors in a pitchblack night with worsening weather.

The Commander in Chief Fleet, Admiral Sir Alan West, presented Lt Tim Hayden and Lt Gary Milton with the Queen's Commendation for Valuable Services, and Lt Al Hinchcliffe and LA Nick Hipkin with the Queen's Commendation for Bravery in the Air.



● Lieutenants Gary Milton, Tim Hayden, Al Hinchcliffe and Leading Aircrewman Nick Hipkin receiving their bravery awards from Admiral Sir Alan West.

A tale of two Mike Smiths

Jim Davidson's Generation Game sprang a surprise on one contestant, Mike Smith, by bringing out a mystery guest, CPO Mike Smith!

The two Mike Smiths had been writing to each other since 1987, when they had got in contact through the pages of *Navy News*.

CPO Mike Smith at the time was coxswain of HMSML Gleaner, and had been photographed at the Plymouth Boat Show. The picture of Gleaner and seven of the ship's company appeared in this paper.

After he'd read the article, the other Mike Smith had written to his namesake saying that he had spent many years in the Royal Navy, and requesting a Gleaner

ship's crest. This was the beginning of a long and regular postal correspondence, but the two never actually met.

So the still-serving Mike was amazed when he received a phone-call from the BBC asking him to appear as a surprise guest for ex-RN Mike on Jim Davidson's Generation Game.

Serving Mike and his family were whisked up to London and hidden in a separate hotel so as not to spoil the shock meeting.

Mike says: "I'll never forget the look of real surprise on Mike's face when he looked around and saw me standing there."

"Mike was as pleased to meet me as I was him, and strangely we shared a lot of common interests."

The two families got on really well, and look forward to an upcoming visit.



● A stunned Lt Stuart Antrobus face-to-face with his younger self, LA Phot Antrobus, at RAF Cosford. Pictures: PO Phot Chris Brick

ROYAL SAILORS' HOME CLUB

NOTICE...NOTICE...NOTICE

The 138th Annual General Meeting of the Royal Sailors' Home Club, Queen Street, Portsmouth, will be held in the ballroom of the club on Tuesday 23rd April 2002 at 10.30. Commanding officers are requested to allow committee representatives to attend. ALL MEMBERS WELCOME

Ex RN REPRESENTATIVE

Applications are invited from all ex-RN/RM members to serve on the Advisory Committee as the ex-Serving representative. Nominations with proposer and seconder, plus pen picture, to be forwarded to the Administration Manager at the Club before 1st April 2002.

Penfriends

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Please note... you must be over 18 to advertise in this column

Name: Age:

Address:

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MANDY - YOUNG, 42, busty blue eyed blonde, 5'2", fun loving. Seeks penpal 35-45. Box March 1

HELLO SAILORS. Attractive and mad seeks sailor similar qualities. Box March 2

HELLO I'M WENDY, 38, divorced. Looking for male penpals, loves animals, countryside and collecting dragons. Box March 3

ATTRACTIVE CARING female nurse, seeks single Officer sailor/marine penfriends. Box March 4

SCOTTISH WIDOW, mid 60's. Seeks penfriend, ex RN preferred. Box March 5

ARE YOU A SINGLE/fat/good looking/ sailor/marine 30-35 from Liverpool/Wirral? Then write to me Cheryl!! Box March 6

REQUIRE PENFRIENDS of ages 46 to 50, any nationality, male & female. reply to all letters. Box March 7

ALL SINGLE/SEP naval males. Please brighten up someone's day - write to this fun loving female, 30. Box March 8

FEMALE 30. Seeks male friends GSOH, sociable, enjoys outdoors. Box March 9

MARIA, 21 YEAR OLD brunette. Model figure, fun loving, very outgoing. Lives for the moment. Box March 10

SINGLE FEMALE, 38. Seeks similar age Naval Officer with GSOH, for fun, friendship, possible relationship. Box March 11

PRETTY CUTE KITTEN, mother of one. Seeks romantic adventure with handsome Sea Cat, 25/35. Photograph please. Box March 12

DIVORCED, LONE PARENT, cooking, diy, walking, swimming, gardening, shopping, caring. Box March 13

WANT SOMEONE to write to. Then write to me a serving wench. Box March 14

MARINES ARE MY HEROES. Inga wishes to correspond with you. I am a Swedish-American female. Box March 15

SAILOR/MARINE WANTED for friendship/relationship. Non-smoker, south coast based SR only. Box March 16

CARING GENT 62. WLTW/write to ladies, similar age. All replies answered. Mike, Ex-RN. Box March 17

SLIM BLOND FEMALE 49. Seeks forces guy for penpal/friendship/relationship. Box March 18

YOUNG, 51 WOMAN. 5'2", brown/blue, GSOH. Divorced, shy, sexy! Box March 19

VERY ATTRACTIVE, curvaceous, vivacious female 37. Seeks handsome sincere guy with GSOH. Box March 20

WIDOW, 49, (looks younger). 5'3". Slim, curvy, very feminine Green/Blonde, VGSOH. Box March 21

ILLEANA, 43, WARM, outgoing lass. GSOH, varied interests. Seeks penpals. Box March 22

LADY 32. GSOH, N/S. Seeks happy naval guy for relationship. Box March 23

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Please note: We can take no responsibility for the nature or source of the replies received. You must be over 18 to advertise in this column.

People in the News



● Pollyanna the Trident reindeer pictured with her commanding officer, Cdr Geoffrey Sladen. Pictures courtesy Royal Navy Submarine Museum

Trident guest remembered

RECENT tales of reindeer in the media brought it all back to one former submariner. George Steele was an Engine Room Artificer in HMS Trident, the first submarine of many in which he served during a 32 year career in the Royal Navy.

When the stories of Pollyanna the Trident reindeer resurfaced in the newspapers, George came forward to tell his tales. As a result, the Royal Navy Submarine Museum at Gosport invited George and his family to spend a day reliving his experiences in the Silent Service.

The adventures of Pollyanna first appeared in *Navy News* back in the late 1980s.

Back in the days of WWII, when Britain and Russia were allied against the German threat, the British submarine Trident put into the Russian port of Polyarnoe to repair one of her engines.

The commanding officer, Commander Geoffrey Sladen, was invited to dine with the port Admiral, and over the course of a jovial dinner, talked about his wife's trials coping with a young

baby in a pram while living at the top of a steep hill. The Admiral replied with a smile that he would give her a reindeer to help pull the pram along.

No more was said, until days later, a squirming bundle was lowered gently into the boat's hold as Trident prepared to depart.

Unwilling to reject the gift, Cdr Sladen set off back to the UK with the quickly-named Pollyanna on board.

The Russians had provided enough 'reindeer moss', the ideal diet for a growing reindeer, for the journey back to the UK. But Trident received a signal from the Admiralty: "Stay on patrol. German warships in the vicinity."

George tells that Pollyanna steadily ate her way through her own supplies, then rapidly adjusted to naval fare, including that perennial favourite Carnation milk. George also recalls with a laugh the day when Pollyanna added the navigation charts to her diet, which while it didn't go down too well with the CO, was obviously very agreeable to the reindeer.

Indeed Pollyanna did see action during her time under the waves. Trident encountered patrolling German ships in the area, and successfully attacked the German heavy cruiser Prinz Eugen.

Pollyanna settled down to her life below the waves of the North sea, and made herself a stable in the back of the seamen's heads. By the time Trident returned to her British home, Pollyanna had grown so much that George had to saw the tips off her horns to allow her out of the submarine after her extended subaqua experience. He described her as a gentle, good-natured animal.

As George explored inside HMS Alliance at the RN Submarine Museum he stopped to point to the curtain material that he remembered from his time in an A-class submarine, or the glass-fronted dials in the control room. Upon entering the engine room, his domain, a big smile lit up his face as he looked at the lathe: "We used one of those to make cigarette lighters to sell on the train on the way home."

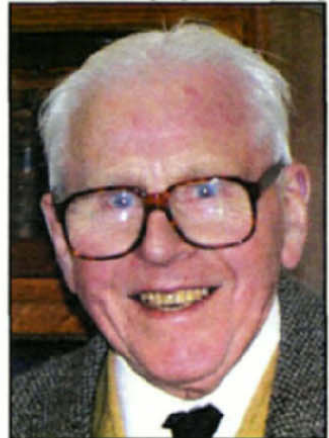
George was joined on his visit by his wife Myra, and their daughter Sue Bligh with her husband Dave. All of them described the trip as: "Fascinating".

For further information on the Royal Navy Submarine Museum, contact 023 9252 9217 or their website: www.rnsubmus.co.uk.



● PO MATHEW Swinnerton is pictured receiving the Queen's Commendation for Valuable Service for his time in HMS Monmouth while she patrolled the Gulf in 2000.

PO Swinnerton is currently serving as an instructor to the Artificer Apprentices at HMS Raleigh. He describes himself as: "delighted and proud" to receive the award.



● Trident ERA submariner, George Steele.

Abbey Wood men add up long service



● WO Doug Branson.

TWO Warrant Officers at the Fleet Liaison Cell at Abbey Wood both became entitled to the clasp to their Long Service and Good Conduct (LS&GC) medals within months of each other.

Between them, WO Doug Branson and WO Jan Wonnacott have racked up 63 years of service.

The LS&GC medal is presented after 15 years of good conduct, with the clasp awarded after 30 years.

The Deputy Chief Executive of the WSA, Rear Admiral Jonathon Reeve presented the awards to the two men.



● WO Jan Wonnacott.

Medical flyers are regular rescuers

MEDICAL Assistants at the RN air station at Prestwick have been quietly carrying out a unique role in the Naval Medical Service.

These 'flying doctors' travel with the HMS Gannet Search and Rescue Flight, formerly part of the 819 Naval Air Squadron which decommissioned last year.

Last year they carried out 200 sorties – the air station on the Ayrshire coast was again one of the busiest rescue units in the country.

The MAs are unique in that they carry out an intensive period of training, which involves a session in the "dunker" at RN air station Yeovilton, and aircrew training including winching from the decks of ships and cliff rescue techniques.

This equips them for the 150-200 hours a year spent flying with the unit.

POMA Nick Carter of RNAS Prestwick and his team often find themselves first on the scene at an incident, providing advanced first aid for casualties until they can be handed over to hospital or ambulance staff.

Their duties take them to a wide range of incidents involving major trauma, including road traffic accidents and fallen climbers in the remote Highlands.

They also offer aid to Hebridean communities where local ambulance services are unavailable, providing a fast and reliable emergency service in all weathers.



● HMS Gannet's flying doctors – back row, from left, MA Alan Jackson, POMA Nick Carter, LMA Rob Pointon; front: MA Nabeel Salama, MA Trevor Abraham.

Surprise visit to Dryad

BRENDA Brown arranged a special birthday visit to HMS Dryad for her husband Walter on his 65th birthday.

Walter joined the Royal Navy in 1956, and spent the next nine years as a steward, including a couple of years at Dryad.

He had a chance to see round the site, visiting both old and familiar locations and the modern warfare simulators, before being given aerial photos of the base in 1958 and 2001.



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● One of the 'flying classroom' Jetstreams of 750 Naval Air Squadron.

50 not out for 750

A NAVAL air squadron which trains flight observers has become the first to clock up 50 unbroken years in commission.

750 NAS, now based at Culdrose, first appeared at Ford on May 24, 1939, and was from the start associated with the RN Observers School.

Flying Sharks and Ospreys, the unit moved to Yeovilton when Ford was bombed in 1940, but soon after the squadron shipped out to Trinidad.

The squadron disbanded on October 10, 1945 – but reformed on April 17, 1952, and has been in commission ever since.

Again operating as part of Royal Navy observer training, the squadron was based at St Merryn, in Cornwall, and operated 12 Barracudas and four Ansons.

But these were soon replaced by the Firefly and the first of the 'flying classrooms', the Sea Prince.

The Observer School moved to Culdrose on November 30, 1953, becoming the Observer and Air Signal School in 1955.

Shortly after, the Fireflies went, and 750 concentrated on basic navigation training for observers in Sea Princes. There was also training for air telegraphists in Morse and the operation of Sono-buoys, but in May 1959 750 Squadron was again the Observer School.

In October 1959 the Sea Princes flew out to Malta, where weather conditions permitted a better training environment, and the following July the squadron took delivery of Sea Venoms, used for high-level navigation training.

During this period observers would find themselves on exercises to locations such as Naples, Palma and Rome – a far cry from Cornwall, and from Lossiemouth in Scotland, where the squadron flew to in the summer of 1965.

There were still overseas navigational flights, on a reduced scale, to places including Amsterdam, Copenhagen, Brussels and Oslo, but on September 26, 1972, the squadron was back at Culdrose.

The venerable Sea Prince aircraft soldiered on until the autumn

of 1978, when Jetstream T2s arrived to replace them, complementing the Jetstream T1s already on the roster, and in turn these were superseded by the T3.

750 NAS today has eight pilots, seven of whom work for contractors Serco – all experienced ex-military flyers.

Of the 15 Qualified Observer Instructors (QOIs), ten are military and the remainder again work for Serco. The contractor also provides all engineering maintenance.

750 NAS puts on three 32-week Basic Observer Courses of eight students, increasing to 12, a year.

Of their nine aircraft, any five are available to fly twice a day.

The squadron aims to transform a beginner into a competent crew member who can navigate aircraft over land and at low and medium level throughout the world.

As such, navigation training is conducted all over Europe.

There is also the Heron Flight Yeovilton, which provides VIP transport across Europe, using two military pilots, four Serco pilots and a Serco crew member.



● The Sea Venom.

Picture: Fleet Air Arm Museum.

● The Fairey Firefly T7.

Picture: Fleet Air Arm Museum.



● The Hunting Percival Sea Prince T1.

Picture: Fleet Air Arm Museum.

Planes and stations

750 Naval Air Squadron has had 12 types of aircraft, in different variations, on its books since it first formed in 1939, eight of them in the past 50 years, according to Ray Sturtivant's book *Squadrons of the Fleet Air Arm*.

Starting with Hawker Ospreys and Blackburn Sharks, the wartime roll was completed by Fairey Albacores and Fairey Barracudas.

Under its current commission, the squadron flew Barracuda TR3s (1952-53), Avro Anson Is (1952-53), Hunting Percival Sea Prince T1s (1953-79), Fairey Firefly T7s (1953-55), Airspeed Oxford Is (1957), de Havilland Sea Vampire T22s (1962-65), de Havilland Sea Venom FAW 21s (1960-61) and 22s (1961-70), de Havilland Sea Devon C20s

(1957-61) and Jetstream T1s, T2s and T3s (1976 to date).

The unit has had seven bases in total, four since 1952.

Those were Ford, in Sussex, Yeovilton, in Somerset, and Piarco Savannah (HMS Goshawk) in Trinidad between 1939 and 1945, and St Merryn, in Cornwall (1952-53), Culdrose, in Cornwall (1953-59), Hal Far, Malta (1959-65), Lossiemouth, in Scotland (1965-72) and Culdrose again (from 1972).

Plans for the 50th anniversary of continuous commission are based on a day of celebration on April 24, which will start at 1030.

The day is scheduled to include a flypast by an Avro Anson and a Pembroke, and a display by the Jetstream T2.



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News in brief

■ TYPE 23 frigate HMS Richmond is gathering trophies at an alarming pace following a spate of recent successes.

The warship took the Wigley Trophy, awarded annually to the ship that achieves the highest standards of aviation during basic operational sea training.

That was quickly followed by the BAE Vertical launch Seawolf Trophy and the Fleet Sonar Efficiency trophy for 2001.

■ A SPECIAL memorial trophy for promoting positive image of the Royal Navy was presented in February to Devonport-based HMS Argyll.

Mrs Gillian Wettern presented the award in memory of her husband, the distinguished naval writer Desmond Wettern, for many years the naval correspondent for the Daily Telegraph.

■ THIS YEAR'S Navy Days spectacular will be held at Devonport over the Bank Holiday weekend of August 24-26.

Visitors will see warships, submarines, and visiting foreign ships. The sky will be full of flying displays by Royal Navy aircraft.

■ LT COL RICHARD Waterer, Commandant of the Royal Marines School of Music, was one of the principals behind the Mountbatten Festival of Music 2002 in mid-February.

His final engagement in the Corps is co-ordinating the music of the Queen's Golden Jubilee celebrations in Portsmouth in June.

■ ON SUNDAY, February 10, the Fleet Air Arm Association of Kent remembered the heroes of 'The Channel Dash'.

Sixty years ago six Swordfish took off from RAF Manston to attack two German battleships, the Scharnhorst and the Gneisenau, and the cruiser Prinz Eugen.

All aircraft were shot down within 20 minutes, and only five men survived the raid.

Two survivors, 'Pat' Kingsmill and Edgar Lee, took part in the commemoration.

■ THE ROYAL Naval Philatelic Society based at Portsmouth have launched a limited edition of Commemorative Covers to mark the Queen's Golden Jubilee and to celebrate the 30th anniversary of the society.

■ THE JOINT Services Command and Staff College has been declared a success by the National Audit Office (NAO), but it could improve even more.

The NAO, an independent body that scrutinises public spending on behalf of Parliament, decided that the MOD "did well to establish the College", and that the new establishment at Shrivenham, near Swindon, had obtained value for money through a Private Finance Initiative.

Pay boost for the Armed Services

THE DEFENCE Secretary, Geoff Hoon, announced the new pay deal for the Armed Forces in late January with high praise for the nation's Armed Forces.

This year's annual award

amounts to a 3.7 per cent increase, with larger amounts in a few cases. The award comes from the annual recommendations of the Armed Forces Pay Review Body (AFPRB).

Geoff Hoon said: "British

Armed Forces have had an exceptionally busy year, both at home and abroad.

"From Foot and Mouth, to Macedonia, to Afghanistan, our Service men and women have never failed to achieve what we have asked of them.

"This year's pay award is nothing less than they deserve for their tireless work as a force for good."

The Chief of the Defence Staff, Admiral Sir Michael Boyce, told of his pleasure that the pay recommendations were accepted in full and without the need for staging.

He added: "Over the last 12 months, our Armed Forces have worked across the five continents of the globe to protect Britain's interests, sometimes in very difficult and dangerous conditions.

"I would like to extend my thanks to all the members of the Armed Forces for this work."

The pay award will come into effect from April 1.

The Pay Body made additional recommendations for aircrew to boost the earlier retention packages offered by the Armed Forces.

At five years before the Immediate Pension Point, a £30,000 incentive will be payable to pilots, navigators, RN observers, officer rearcrew and selected NCO pilots. Once the Immediate Pension Point is reached, there is

an incentive of £50,000 for pilots, navigators and RN observers, and £30,000 for officer rearcrew and selected NCO pilots.

All the recommendations fully support the Armed Forces strategic personnel policies, particularly in terms of recruitment and retention. The additional costs to the defence budget will add up to £236 million.

To give one example of a result of the increase, Chief Petty Officers' pay will go up from the range £25,298-33,029 to £26,313-£34,252.

■ There has been a four-fold increase to the Get You Home (Stability Assistance) (GYH(SA)) allowance.

This warrant-based package provides UK shore-based personnel who rent or own their own homes with some assistance in travelling between their place of duty and home address.

From April 1, the yearly entitlement will increase from three to twelve warrants.

Announcing the increase, Second Sea Lord Vice Admiral Sir Peter Spencer said: "Disparity between entitlements of single and married personnel has featured regularly in the Continuous Attitude Surveys and the 2SLPLT feedback."

He added that the Navy Board has long recognised the strength of feeling expressed by single personnel and sought to deliver better balanced allowances.

Navy names set in sea and stone

TWO NAMES of Royal Navy personnel have been linked with geographic features – one a large area of sea, the other a tiny, lone rock.

The first involved a change to the familiar – and to some, sacred – list of sea areas for the Shipping Forecast, as broadcast four times a day on BBC Radio 4.

As of midday on Monday, February 4, the area Finisterre was renamed FitzRoy, in honour of Admiral Robert FitzRoy, the first professional weatherman.

The change of name became necessary following an international agreement that Britain, France, Spain, Portugal and Morocco should use a co-ordinated set of sea areas in forecasts.

FitzRoy was a resourceful officer – he introduced the first storm warnings for shipping using the telegraph in 1861, and he has also been credited with creating the word "forecast".

Meanwhile, far to the south, lies a small rocky outcrop which could in future years be known as Robbie Island.

For POMA Robbie Robinson, who has served in the Royal Navy's ice patrol ship HMS Endurance for two years, spotted the square-mile island while a survey team was setting up a tide monitoring station, and realised that the island had no name.

"I noticed that it was not named on any of our charts or maps, and suggested as a joke that it should be called Robbie Island," he said.

Team members agreed – and went on to make their own small mark in history. Mne Beany Walker conquered the summit, six metres above sea level, provisionally named Beany's Mount, while LSA Rob Stephens was the first to circumnavigate the island, giving his name to Rob's Beach.

The proposal to name the outcrop Robbie Island will go to the next meeting of the biannual Antarctic Naming Committee, on which the UK Hydrographic Office has a place.



● PO Robbie Robinson shows the co-ordinates of the island that could bear his name.

Digging in the present and past

SAILORS from HMS Nottingham took time out from their preparations for their upcoming Far East deployment to visit their affiliated city of Nottingham.

A large chunk of the call saw many of the lads don overalls to help the children at Woodlands School for special needs dig out a vegetable plot, and put on their sports gear to offer their expertise with gym classes.

A whirlwind two-day programme included visits to the Sea Cadets at Newark, the RNR communications branch at Sherwood, the Nottingham Pakistan Centre and the Stamford School Combined Cadet Force.

Not forgetting their links to good causes, financial gifts were made to local charities, and the party from HMS Nottingham launched the Friends of the Waterwings, a St John's Ambulance service offering trips for disadvantaged groups.

■ The current HMS Nottingham is on a quest to uncover the stories of previous ships that carried the name. It is known that Nottingham has an illustrious history, but the ship is looking for anyone with magnificent tales to tell, both in victory and defeat. Contact the ship by e-mail: 346@a.dii.mod.uk or by post to: HMS Nottingham, BFPO 346. Mark for the attention of YO1.



● Children at the Woodlands School made a wall-covering to show the close ties between school and warship.

Picture: LA Phot Paul Punter

PASSENGERS waiting for the next train from HMS Westminster will have to wait a while – she's busy breaking new ground in navigation and gunnery.

The Type 23 frigate has twinned up with Westminster London Underground station, and now boasts one of the famous red signs to call her own.

The 'passengers' pictured above are representatives of the new state-of-the-art London Tube station who visited the warship at the end of January for the official link-up.

While the connection may at first glance seem slightly surprising, as the Commanding Officer, Cdr David Reindorp, says: "The modern warship is an awesome feat of engineering, operated by a highly skilled, well-motivated team."

"The new Westminster Underground station is a masterpiece of design and operating it safely and efficiently demands equal commitment and skill."

Westminster, the ship, stays at the forefront of the latest technology as the first British warship to abandon navigation by pencil and paper.

With a radical new development, the Type 23 has introduced a new electronic charting system, ECDIS, replacing the traditional chart table on the bridge with three computer monitors.

The frigate's gunners have also got the bug for setting new standards. The ship fired the first salvoes of new extended range ammunition off the Dorset coast, throwing 4.5 inch shells twenty-five per cent further than any other warship in service with the Royal Navy.



PRINCESS OF STYLE

PRINCESS Margaret's long association with the Royal Navy was exemplified in later years by her close links with two of the chief units of the Fleet – HMS Illustrious and HMS Norfolk.

From Capt Alan Massey, Commanding Officer of the carrier Illustrious – currently deployed on Operation Veritas in the war on terror in the Middle East – came the following tribute: "Since she launched and named HMS Illustrious in 1978, Princess Margaret has shown a genuine and human interest in the life of the ship, and we had continuous correspondence. She visited the ship on numerous occasions, the last being in October 2000. Although she was suffering from ill health at the time, she displayed enthusiasm and curiosity. It was an affiliation which was a source of pride and inspiration and her patronage and generous support will be greatly missed."

And from Cdr L. D. Smallman, CO of the Type 23 frigate HMS Norfolk, presently operating with NATO's Standing Force Atlantic: "Princess Margaret visited several times in the 1980s and 90s. Her sincere interest in the ship and its progress, as well as natural concern for the ship's company, endeared her to all who met her. She maintained a strong interest throughout, notably in 2000 when, despite illness, she expressed her warm congratulations on the award of the Wilkinson Sword of Peace following the ship's humanitarian aid operations off Sierra Leone."

Norfolk's laundryman Mr Shun Chiu Chick, MBE still proudly displays a photograph of the Princess discussing his extensive medal collection with him.

Pictures clockwise from top left:

● **SIXTIES CHIC:** The Countess of Snowdon is the epitome of 1967 style, duly appreciated by Capt D. G. Parker, commanding officer of HMS Fulmar, the RN air station at Lossiemouth where she opened new living quarters for more than 1,000 RN personnel.

● **FIFTIES FASHIONS:** With her mother, Queen Elizabeth, embarking in HMS Sheffield at Liverpool in 1951 for a Royal Visit to Belfast.

● **FINAL VISIT:** Chatting with LOM Troy Funnell, his wife Samantha and baby Kiera on board HMS Norfolk in 1997.

● **SERVICE WITH A SMILE:** Met by Capt Charles Styles and LOM(AWT) Victoria Young on board HMS Illustrious in October 2000 – likewise her last visit.

● **HANDS ACROSS THE OCEAN:** Calling on board the destroyer USS Vesole, part of the NATO Standing Naval Force Atlantic which was visiting London for the first time in 1969.



Superb goes East of Suez – at last

CRUISE missile boats HMS Trafalgar and HMS Triumph may have grabbed the attention in Royal Navy circles when the war on terrorism was unleashed last year – but the third submarine in the area had a major role to play as well.

HMS Superb returned to Faslane after a 20,000-mile deployment which saw her operating away from home for four months, including her stint in Operation Veritas against the Al Qaeda terrorist network and the Taliban regime in Afghanistan.

The Swiftsure-class submarine had already completed a five-week intensive training period, covering everything from safety to weapons firing, before she sailed from the Clyde in August as part of the Argonaut 2001 task group which deployed to the Mediterranean and the Middle East.

Her training package continued

as she headed south, and the S-boat practised on other units of the group off the coast of Portugal, and exercised with an American submarine before a break in the French naval port of Toulon, when the training team departed.

By the end of September Superb was east of Suez for the first time in her three commissions, and a 16-hour stop at Salalah allowed essential stores to be embarked for operations in support of coalition forces, having been switched from Exercise Saif Sareea off Oman after the terrorist atrocities in the United States.

Once on station in the Arabian Sea, Superb provided force protection and indications/warning to the US/UK ships – entitling her to fly the Jolly Roger on her return.

The passage home began in early November, with an early pit-stop in Salalah to embark the first

mail from home in seven weeks, as well as fresh milk and vegetables.

While heading north up the Red Sea several members of the crew raced their boat in a sponsored row – and as they completed the 163km at an average speed of 9.5 knots, they beat Superb by half a knot – as well as raising £1,000 for the Children's Ward at Yorkhill Hospital, Glasgow.

Superb's six-day call at Valetta was believed to be the first by a Royal Navy submarine in almost ten years, and possibly the first by a nuclear-powered vessel.

It coincided with celebrations for the RN Submarine Centenary – an apt location, as the much-feared Fighting Tenth submarine squadron did so much damage to Axis shipping from their base at Malta during the last war.

As it was the crew's first port call in over two months, and the first opportunity for sailors to go ashore in ten weeks, much was made of the occasion.

The submarine provided opposition for the Valetta Cavaliers rugby team, and defied the odds by handing out a 15-10 reverse, LS Taff Thomas and OM Willy Paton scoring tries – and this despite minimal preparation, thanks to generous Maltese hospitality.

A cocktail party in the Control Room marked the 25th anniversary of Superb's acceptance into the Fleet, and amongst the guests at the party, and to lunch held earlier the same day, were the Prime Minister of Malta, the British High Commissioner and Flag Officer Submarines, Rear Admiral Nial Kilgour.

Other visitors during the six days included players from the European Snooker Championships, Ken Doherty, Jimmy White and John Higgins amongst them.

Several members of the ship's company went to a local special needs centre to help children care for their garden and look after their pets.

And one man – OM MacFarlane – flew home from the island to ensure he made it to the church on time for his wedding.

After a final call at Gibraltar, Superb completed the last leg of her deployment, and was welcomed to Faslane by friends and family.

● HMS Superb returns to the Clyde after a deployment of 20,000 miles



● LS Pengelly and OM Brooke prepare the casing for entering the Suez Canal.



● Si/Lt Ian MacIntyre prepares for Colours in Salalah, Oman, with carrier HMS Illustrious in the background.



● Players from HMS Superb (orange shirts) defy the odds to beat the Cavalier side 15-10.

Navy man watches Iraqi ship moves

A ROYAL Navy officer is keeping a personal eye on proceedings in Iraq on behalf of the United Nations.

Lt Cdr Andrew Griffiths is the sole Navy representative among the 185 military observers in the UN Iraq Kuwait Observation Mission (UNIKOM).

And his office, on Warbah Island on the Kwar Abdullah waterway, is just a few kilometres from the Iraqi port of Umm Qasr.

Andrew's task is the observation of the border between Iraq and Kuwait, and the demilitarised zone which straddles it, to prevent infringements from either side.

The zone includes the waterway and stretches five kilometres into Kuwait, ten kilometres into Iraq, and runs about 280km along the border.

As Deputy Operations Officer, he is responsible for tasking patrols by land, sea and air – and in order to do so he has an eclectic mix of equipment to call upon.

The maritime element, presently based at a ramshackle pier, is the responsibility of two 30ft Kuwaiti launches operated by Bangladeshi personnel – BANMAR.

The Bangladeshis also operate the air wing – BANAIR – using Bell-Huey helicopters.

Lt Cdr Griffiths is pretty isolated – another ten Brits, mainly Army, are based further north in the desert.

Andrew sets up patrols by land, sea and air, although he cannot take part in land patrols in the Iraqi demilitarised zone – the safety of British and US personnel cannot be guaranteed by Iraq.

"One of my main tasks is to register shipping, to build up a picture of shipping activity in my area of responsibility, and we report our findings and any suspicions back to the UN."

"My office is about 3km from Iraq – and I can see the shipping from my window."

Andrew estimates that he could spot up to 50 unregistered ships in one day from his base.

The UNIKOM chain of command demonstrates the international nature of the mission.

"The force commander is an Argentinian general, and the section commander here is Fijian," said Andrew.

"His deputy is a Ghanaian, and my observation base leader is a Polish submariner. There are 34 nations represented."

"The people here are cracking, and the social life centres around communal meals, where you can taste each other's food or talk about differences in culture or society."

"I live with ten different nationalities in my observation base."

Andrew took up his UN post in November, and will return to the UK in May, when he takes up the post of Senior Fleet Education Officer – he is, by background, an engineer training manager.



● UNIKOM's two 30ft launches, run by the Bangladeshis, at their base on Warbah Island. The boats are due to move from the dilapidated pier to a new base at some point in the future.

● Lt Cdr Andrew Griffiths near the remains of a tanker which was wrecked during the Iran-Iraq war. The wreck – which is just outside UNIKOM's jurisdiction – is believed to be a contraband trans-shipment point.



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Mourners recall lost K-class boats

TWO memorials for ill-fated World War I K-class submarines took place in Scotland at the end of January. The K13 sank on January 29, 1917, in the Gareloch after its four intakes in the boiler-room were left open before diving, and on January 31, 1918, several submarines were damaged and two, K4 and K17, lost in an infamous chaotic clash in the Firth of Forth known as "the Battle of May Island".

The annual service took place at Faslane cemetery for the 32 men who lost their lives when the submarine K13 was lost during trials in the Gareloch in 1917.

The retiring National President of the Submarine Association, Rear Admiral Tony Whetstone, completed his final duty by laying a wreath. Wreaths were also laid on behalf of the Royal Navy and serving submariners, and Argyll and Bute Council.

Cadet Ross Stobo and Ordinary Cadet Kelly Court volunteered from TS Neptune, the Helensburgh Sea Cadet Unit, to take on the task of sounding the K13 bell every second for each man who lost his life that day.

In memory of a later incident which also involved the K13 but in a different guise, the Royal Navy and Fife Regional Council dedicated a cairn in Anstruther harbour on behalf of the men of the submarines K4 and K17.

Both submarines were lost in the Firth of Forth following collisions during a naval exercise later known as "the Battle of May Island" in January 1918.

A 20-mile long procession of over 40 vessels set off from the Firth of Forth on a pitch-black night. The fleet was darkened with only dimmed stern-lights visible.

On reaching May Island, the leading vessels of the fleet, HMS Ithuriel and three submarines, altered course east and accelerated. Unknown to this vanguard, the following boats had encountered a group of minesweeping trawlers which had not been briefed on the evening's movements.

K14 swerved to avoid two of the minesweepers and her helm jammed for six minutes. The other submarines changed course in all directions to avoid each other and the battlecruisers and destroyers which followed close behind.

The retrieved and repaired K13, now called K22, struck K14, and then herself became the victim of another impact.

HMS Ithuriel, the flotilla leader, received garbled word and turned back to help with K11, K17 and K12 astern. This move brought them into a collision path with HMS Fearless. K17 was hit, and sank in just eight minutes. K4 and K6 accompanying Fearless crashed together trying to steer clear of the mess.

K4 sank, fatally damaged, in the icy waters and almost took K6 down with her. K7 scraped against the sinking boat before drawing clear to rescue any survivors, in danger all the time of being hit herself by the escorting destroyers.

The eight men rescued by K7 were the only survivors - 103 officers and ratings lost their lives. These men are now permanently remembered by the cairn in front of the Lifeboat house at the village of Anstruther.

In the midst of war, the real events could not be openly told in public, but the true story has been written up several times in the intervening years.



● K4 and K17 memorial.



● The remembrance service for K13.

Picture: LA Phot G Bruce



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The Queen and her Navies

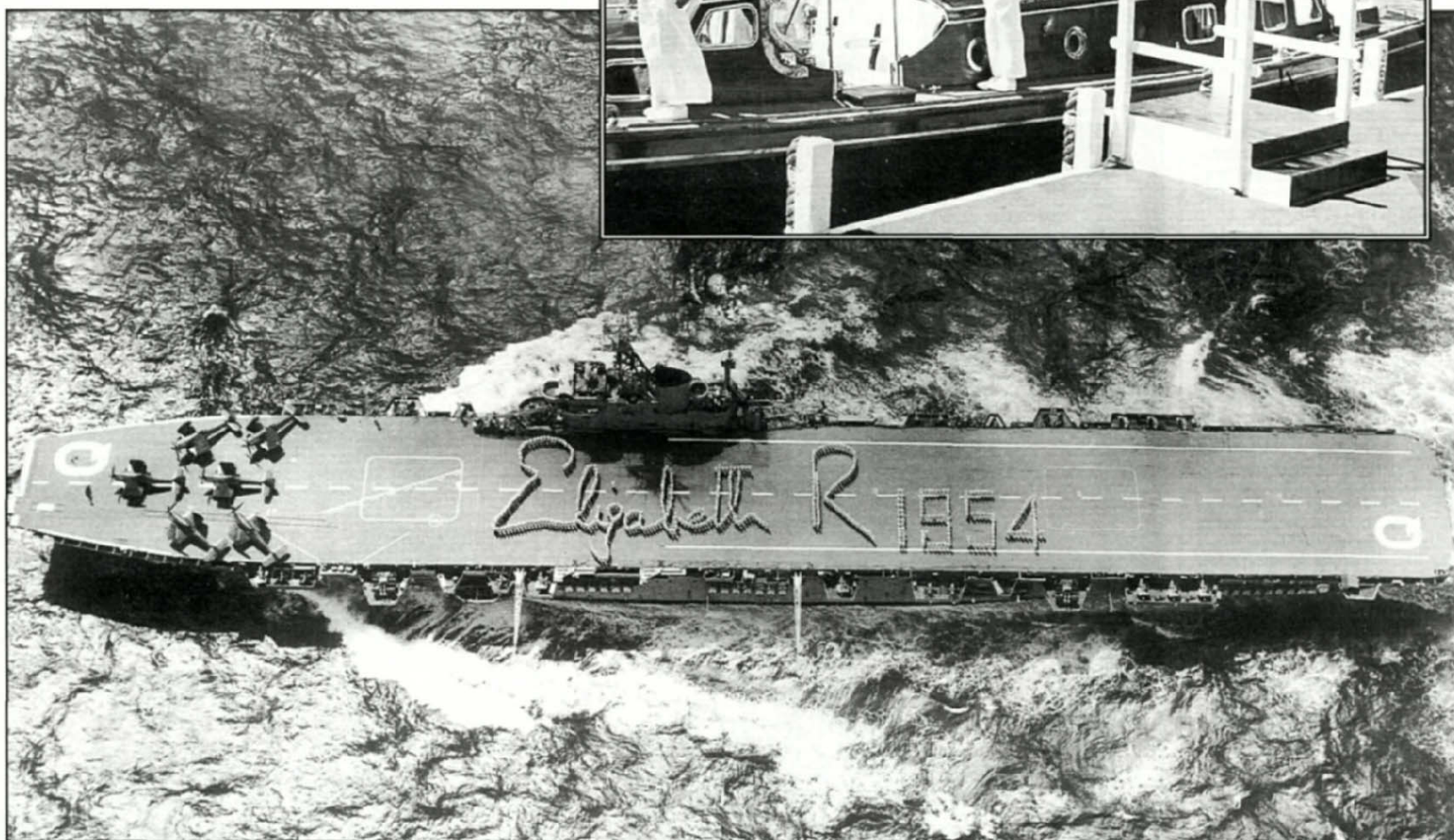
A GOLDEN Jubilee photographic exhibition at Portsmouth celebrates the Queen's enduring relationship with the Royal and Commonwealth Navies.

It has been produced by the Royal Naval, Royal Marines, Submarine and Fleet Air Arm Museums (the first on which all four have collaborated) with contributions from the Canadian and Australian Navies – and from Navy News.

Said RN Museum Curator of Photographs Stephen Brooks: "There are plenty of Naval assets and formal inspections on display – but also some charming portraits. We hope visitors will enjoy the nostalgia and reflect on the support the Queen has given the Navy throughout her reign."

It was opened at the RN Museum by the Lord Lieutenant of Hampshire, Mrs Mary Fagan, and will continue there until May 2, re-opening at the Royal Marines Museum from June 1-September 2. After that it can be seen at the RN Submarine Museum, Gosport from October 5-January 2, 2003. Last stop will be the FAA Museum at Yeovilton, February 5-June 2, 2003.

● Ship's company of HMAS Vengeance (formerly HMS Vengeance) spell out the Royal signature during the 1954 World Tour. Inset: The Queen and the Duke of Edinburgh arrive at HMAS Penguin



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'Tell that to the Buffer ... he prefers four-letter expletives!'

CND's DCMLOs aka RDCAs. OK?

The RN has had a long-standing fondness for acronyms and three letter abbreviations, or TLAs.

Some acronyms are grandiose, most are contrived and a small minority serve a useful purpose but, if we are honest with ourselves, few of us will be able to say that we fully understand what the purpose of the organisation is that it describes, and fewer still what each letter stands for.

In the cut-and-thrust world of marketing and management-speak this might be known as 'brand awareness', and those of us who profess not to understand the acronyms might be referred to as being 'brand blind' or 'corporately challenged'.

A company cannot afford any of its potential customers to be 'brand blind' and must take steps to make them more aware - or risk going out of business.

The same is true for any phonetically-obscure organisation within the RN.

Everybody knows what CND or 'Drafty' does, but how many of you, as potential customers, know what DCMLOs, WMOs and RDCAs are?

With almost 9,000 customers to date, it would seem that many of you already have a grasp for what DCMLO stands for and its functions.

For those who have forgotten, they are, of course, the **Drafting and Career Management Liaison Offices** - 5 in total in the three base ports and both Typed Air Stations.

Manned by an experienced WO and CPO, they are a source of impartial career-related advice for any, and all, members of the Ratings' Corps.

From April 2002 there will be two RM variants, in CTRM and Faslane, to augment the RM Career Manager at Whale Island.

That explains DCMLO, but what are 'WMOs' and 'RDCAs'?

What is a WMO?

The **Waterfront Manning Offices** were established in Portsmouth and Devonport on October 1, 2001, and will be established in Faslane on April 1, 2002, to manage the drafting of Able

Rates under the TOPMAST Squad System (another acronym with which readers should be familiar) from October 2002.

The WMO will aim to facilitate the needs of the Service, platforms and individuals in conjunction with ships' staff and will be accountable to the local Fleet Waterfront Organisations.

They will be led by a WO (CPO in Faslane) and by 2003, when TOPMAST will be extended to all Able Rates, will have a staff of up to eight people.

What is a RDCA?

To reflect the enhanced regional stability that the TOPMAST system will generate for junior ratings, the DCMLOs mentioned above are being retitled RDCAs (**Regional Drafting and Careers Advisors**) to reflect their broader area remit, and will continue to offer impartial drafting and career management advice; liaising directly with Drafting Desks and the Promotion Section of CND as necessary.

They will continue to be manned by experienced WOs and CPOs. These offices are an extension of the Naval Drafting Directorate into the front line and will remain accountable to CND.

A further RDCA will be opened in RAF Cottesmore/Wittering in 2003 for the Harrier force.

What is the difference?

The relationship between WMOs and RDCAs will be developed to prevent duplication of effort and ensure you receive a coherent career and drafting service, while offering you a greater role in your own career development.

However you need to be aware of what each organisation is designed to do.

Key roles of the WMO are:

■ To assist CND in placing trained Able Rates in appropriate ships, in conjunction with local/Fleet priorities.

■ They will assist units in the effective management of personnel and facilitate the booking of PJTs or arrange for them to be run locally to meet unit requirements.

■ They will provide a local response to OPDEFs/REQLEFs by facilitating short notice moves

between ships and planned moves within/between Waterfront organisations and monitor numbers of medically-downgraded personnel.

■ Finally, they will monitor and facilitate employment and distribution into mixed complement ships, female bunk availability and sea-going parents.

Key RDCA tasks are unchanged from those carried out by DCMLOs:

■ To advise on longer-term employment aspirations and attempt to arrange drafts commensurate with individual preferences; and to discuss and identify promotion and career prospects and opportunities for commission.

■ They will encourage/develop individual use and understanding of Drafting Preference Forms and ensure that individual preferences are submitted for consideration prior to initial drafting action.

■ Finally, they will provide career advice interviews/career reviews in conjunction with existing Divisional resources and to ensure individuals continue to receive pertinent advice on career opportunities.

Why do we need both?

You can see that the WMO, within the Fleet organisation, is involved in the deployment of people to meet Service requirements and will provide more localised management of people in each base area, while CND retains overall drafting authority.

The RDCA retains the role of provider of impartial career advice and as such, the WMO and RDCA have separate tasks and separate masters.

How will it affect you?

In simple terms you shouldn't notice much change apart from greater input to, and predictability in, your drafting movements.

The WMOs will move some of Drafty's work nearer to the front line and the work being done by the DCMLOs will be continued by the RDCAs.

Above all, your access to impartial career and drafting advice, and regular health checks of the information contained in your divisional documents, such as your Preferences, will remain.

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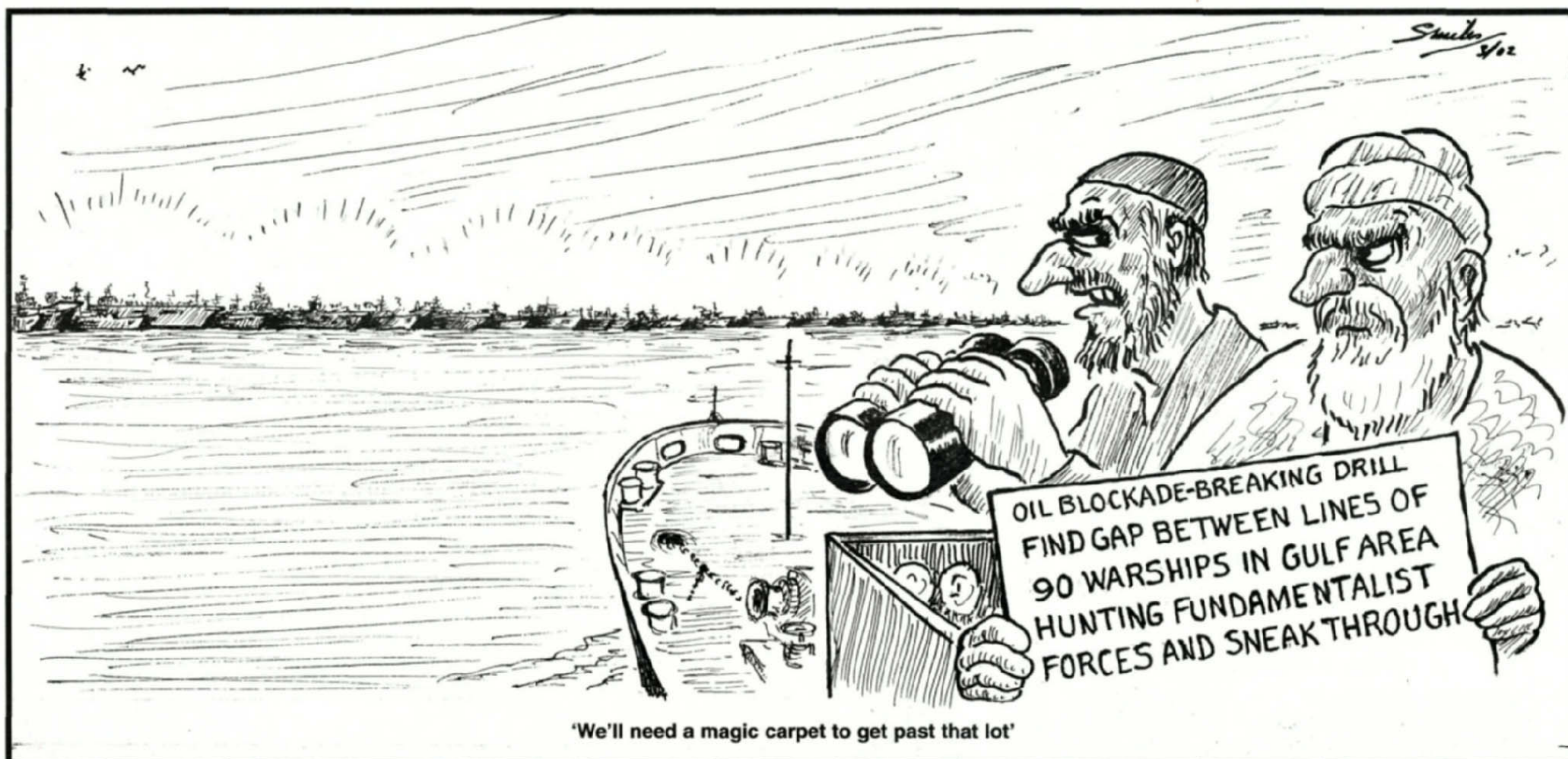
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NEWSVIEW

An agreed and accepted authority

THE QUEEN comes from a Naval family – her grandfather, her husband and all her sons spent time in the Naval Service, some of them a long time as virtual career officers, before the call of royal duty intervened.

Her daughter, too, is married to a Naval officer – and as Chief Commandant for Women in the Royal Navy the Princess Royal spends a good deal of time in a blue suit, as her *Navy News* file amply testifies. In fact almost all the Royal Family have links with the Senior Service – the late Princess Margaret with two of the most prominent units of the current Fleet.

This is worth noting on several counts. In the first place, while a career in the Armed Forces, and in the Royal Navy in particular, has long been seen as the traditional pattern for younger members of the Royal Family, some of them have served on active service with genuine distinction, as opposed to that purely accorded to their royal status.

More importantly, perhaps, it has undoubtedly afforded them practically their sole opportunity to enjoy a "normal" life, to mix with their contemporaries of all ranks in the Naval community – which, while exclusive and protective in its own way, has at least allowed them an appreciation of how ordinary people live and operate outside the Royal milieu.

While this career pattern may nowadays be seen as a mite too exclusive, and so somewhat anachronistic, it is still hard to see how it may be bettered as an introduction to the demands of Royal life, given all its parallel demands of diplomacy and ceremonial, plus the opportunity to visit foreign countries and gain understanding at first hand of other cultures and political systems. This is clearly shown in the current exhibition at the Royal Naval Museum, which portrays the Queen's many contacts with the Royal and Commonwealth Navies in the course of her reign.

An essay by Ian Bradley, *God Save the Queen – The Spiritual Dimension of Monarchy* (Darton, Longman and Todd, £14.95) published to mark the Golden Jubilee of Elizabeth II, makes a strong case for the institution in the modern world.

In a review in the *Times Literary Supplement*, Ferdinand Mount notes that "the introduction of a republic in Britain faces many more obstacles than its proponents like to contemplate."

"The first is that nations are always reluctant to change their fundamental constitutional arrangements without an overwhelming reason to do so, such as catastrophic military defeat, an economic collapse or a change in the national territory or population."

The result in the recent Australian referendum on the monarchy was a neat little example of popular scepticism defeating fashionable enthusiasm for change.

"This reluctance to disturb stable arrangements has behind it a deeper anxiety. Reformers are congenitally insensitive to the appalling difficulty of achieving effective and lasting authority in a territory. This task must logically come before all the more enthralling business of establishing liberty, democracy, justice, equality and anything else you fancy..."

Mount concludes that the great majority of the world's recent horrors – including Afghanistan and Kosovo, both areas where the Royal Navy continues its watchful presence – derive from the absence of "such agreed and accepted authority".

"The mystic reverence, the religious allegiance, which are essentials to a true monarchy, are imaginative sentiments that no legislature can manufacture in any people"
– Walter Bagehot, *The English Constitution*

Fancy a tour of duty near the surf capital of Europe? LACM Roger Angliss sings the praises of a James Bond-style bunker run by the US Navy – and packed with the best facilities that Uncle Sam and the RAF can provide:

IT's a new, state-of-the-art bunker like something out of a James Bond movie. Designed like a warship with blast doors, a citadel and standby power, it would swallow Wembley stadium and has a similar displacement to a Nimitz-class aircraft carrier.

It is, in fact, under US command – but it is set in the warmest part of the UK, and it has billets for 33 RN personnel.

The Joint Maritime Facility (JMF) at RAF St Mawgan on the outskirts of Newquay, Cornwall is mostly manned by US Navy and civilians, assisted by RN and RAF. Its role is to provide anti-submarine warfare and ocean-borne acoustic information to appropriate maritime forces 24 hours a day, 365 days a year, and it acts as a link between UK and US forces and their headquarters as part of the worldwide Integrated Undersea Surveillance System (IUSS).

Here, from within this massive, partially buried reinforced concrete structure, subsurface contacts are detected, classified and tracked, using a vast array of acoustic and communications equipment.

Also within the Terminal Equipment Building at St Mawgan are classrooms, a mini-gym on the watch floor, computers linked to the inter- and intranets for email and training and a small eating and recreational area.

But the wider base facilities offer all the best that the RAF and USN have to offer, including a free-to-view cinema, bars and club. The USN complex has a fast food outlet – the 'Market Street Grill' – and the Raven's Eye bar.

For sporting types the Maritime Leisure Centre has all the latest fit-

Surfin' UK and the worldwide undersea net

ness equipment you would expect in a modern health club, with satellite TV and a four-lane tenpin bowling alley and separate gym with climbing wall.

The centre also offers a free access Internet cafe and licensed snack bar.

The Command – headed by a US Navy Captain under operational control of the Commander Undersea Surveillance at Dam Neck, Norfolk Virginia – runs a continuous competitive event, the Captain's Cup, covering all aspects of sport and participation from families is welcome.

A big bonus is the US-run travel cell which arranges its own discounted tours to various parts of the UK and Western Europe. The outdoor recreation department organises trips for hiking, biking, water skiing and surfing. Also, the base boasts a new, all-weather soft-ball field.

Married quarters are available around the base. Within the biggest estate, St Estval, there is a

youth centre and subsidised Child Development Centre providing day care. For single personnel, accommodation is available within USN-run single sailor barracks, which provide fully furnished single cabins, shared en-suite and communal lounge areas with Sky satellite TV and DVD/video systems. Newquay nightlife is just on the doorstep.

So if you are looking for a fresh

and challenging change of scenery and want to live the "work hard, play hard" life close to the surf capital of Europe, why not think about a tour at JMF? Speak to Draffy or your nearest DCML.

● **CPOACM Andy Gill, LS(SSM) Tim Jones and LACM Roger Angliss discuss a fresh contact on the Watch Floor of the new Joint Maritime Facility in Cornwall (inset).**



New approach to Naval training at HMS Collingwood

Big changes are afoot at HMS Collingwood. The naval establishment's role is changing, no longer can Collingwood simply be called a weapon engineering establishment, she is now the Integrated Maritime Warfare School (MWS).

In her new role, the Fareham site will become "a one-stop shop" for the broad range of weapons, communications and warfare training for the Navy, affecting 10% of the Service.

To keep that commitment strong, new build is springing up all over the Collingwood base. The first arrival was the Mantle Hall Close Range Gunnery simulator. This hi-tech simulator involves three genuine – but unarmed – 20mm and 30mm anti-aircraft guns, but plunges its user into a virtual reality world, where friend and foe aircraft race overhead, and each move and firing of the real gun corresponds to the action flashing before the trainee's eyes.

The gunnery simulator provides a good example of the MWS's aim to focus the limited defence budget on providing the best, state-of-the-art instruction for the men and women of the Royal Navy.

For many years, gunnery training had involved live firing from HMS Cambridge, but after the closure of that base in March 2001, close range gunnery tuition moved to Collingwood.

The advantage from the loss of live firing is the increased flexibility in the learning. While once a trainee would have to wait for real aircraft to provide a limited number of runs in limited time, the new simulators at the MWS allow for multiple passes, numerous targets and instant analysis of firing.

Now it is no longer only orange drag-targets being shot from the sky and sea, the new sophisticated simulator has up to 50 different targets, including attacking fast patrol boats and pirate junks on the sea, Hercules aircraft and Exocet missiles in the sky. Each one targetting the ship, and each one moving at the real speed of attack.

The simulation is more than just 360 degree, as wearing the virtual reality helmet, the gunner can look overhead into the entire dome of airspace above.

The touch of a button can create environmental conditions like dawn on a flat sea in the Gulf, or a dreary onslaught of rain in the turbulent Bay of Biscay.

The gun fires only as many bullets as the magazine can genuinely hold, before stopping to allow time for a reload. As the Close Range Officer, Warrant Officer Bob Bainbridge, says: "There are no Hollywood rounds here."

The builders of the simulator, Manchester company Virtual Presence, sent designers to HMS Cambridge to see the real guns in action. They watched live firings, took sound recordings, and took note of the finer details of gunnery action. Smoke trails wisp from the end of the gun after each shot, and the sound of the sea is interrupted by the bursts of gunfire.

There are also definite plus-points to this new simulated approach to weapon training environmentally. No noise, no used cartridges, no waste.

It also allows the trainee to concentrate on learning, rather than wishing that the English rain would stop dripping down his or her neck.

In real life there is a vibration from the gun during firing, but as WO Bainbridge says: "It's only a minor trade-off when you consider how much else it offers."

From one extreme to the other, this hi-tech facility has been followed by the construction of traditional muddy outside-courses – cliff and chasm, assault and leadership hurdles. Now passing motorists outside the Fareham base can see Naval teams struggling to overcome the concrete cliffs that would daunt lesser foes.

Next to arrive at Collingwood later this year will be the two new bridge simulators. These encompassing simulators will be able to act as everything from a landing craft to a not-yet-built Type 45. The 3D graphic simulations of harbour entrances, marine hazards, and coastlines will challenge the navigator and bridge teams, allowing for team learning in total safety.

The Royal Navy is not just com-

mitting money to the practice of education and training, it is making sure that every student is supported 24 hours a day.

New single-living accommodation blocks are being added to the Collingwood estate, and the concentration is on the necessary details of student life.

Each room will have network connectivity to allow learning to continue away from the traditional classroom environment. The comfortable, en-suite cabins will also boast multiple plug sockets to manage the many electrical demands of modern life.

The scattered elements at the establishments had meant that the costs of supporting the estate amounted to 47% of the entire training budget. By bringing the separate units together under one central control, the MWS will do more than simply save money, it will improve the learning experience for all users.

As the MWS was born, support to various external sections of the naval training estate has fallen to Commodore Philip Wilcocks, Commodore of the Maritime Warfare School and Commanding Officer of HMS Collingwood.

Areas as diverse as the Royal Marine School of Music, the Hydrography and Meteorology Training, PT tuition at Temeraire, and the instruction offered at HMS Excellent are now within the new School's remit. Some elements are being pulled into the Collingwood estate, and for others the long arm of the establishment will manage the support and administration from afar.

HMS Dryad's training units will move gradually over time to become part of the new Maritime Warfare School before its closure in 2011. The introduction of HMS Daring, the first of the Type 45s, will prompt the big shift of team-based training, bringing the simulators from the Cook enclave at Dryad down to their new home at the growing Fareham base.

The School of Leadership and Management (SLAM) has moved from HMS Excellent to the Collingwood site with a new title, Command Training Department, but the damage control and fire-fighting units will remain in their Portsmouth island home.

The methods and results of

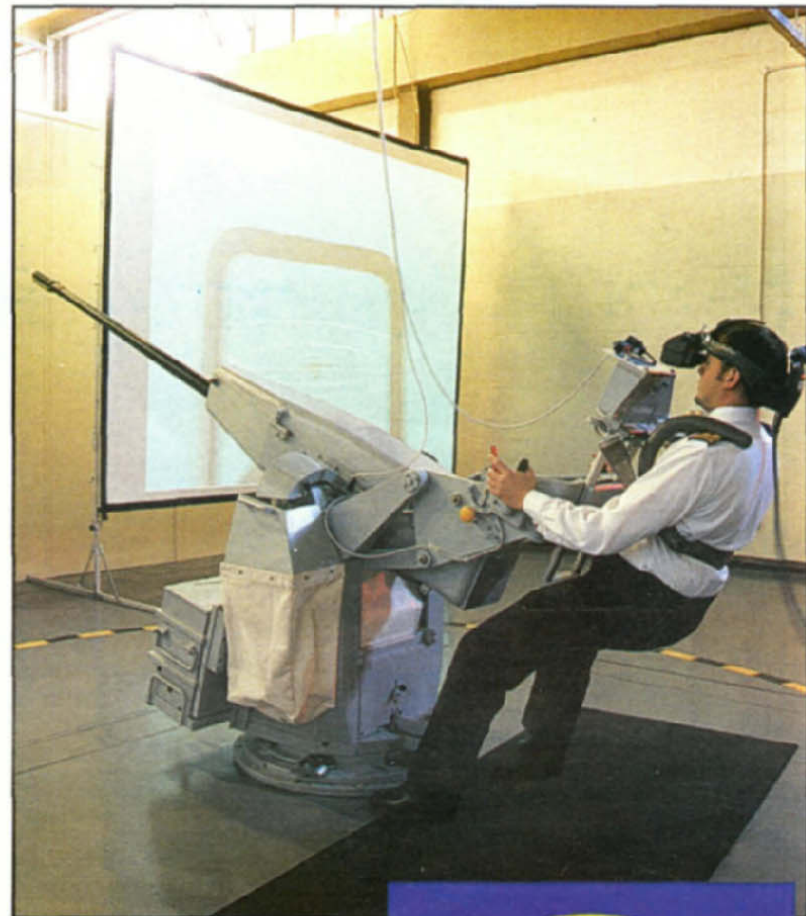
Naval training are all being assessed right now. Rather than just move equipment from one site to another, the value of what is currently offered is being looked at closely – what can be added to make this instruction more useful, what can be learnt from what has gone before?

Cdre Wilcocks stresses: "I am determined not to lessen in any way the training to individuals, I plan to enhance it."

Not only is the new school integrated, but efforts are concentrated on making the new work at the site harmonised with the local community as well. Ongoing talks are taking place with the local Fareham and Hampshire County councils to keep the growing demands on the existing site from disrupting the local area in terms of traffic or environment.

Cdre Wilcocks describes the current state of change as "exciting times for the Maritime Warfare School", and commends the total team effort from everyone connected to the Collingwood base

● An officer in a headset searches the virtual skies for enemy aircraft at the Gunnery simulator.



● MWS trainers tackle the traditional hurdles of the assault course in HMS Collingwood.

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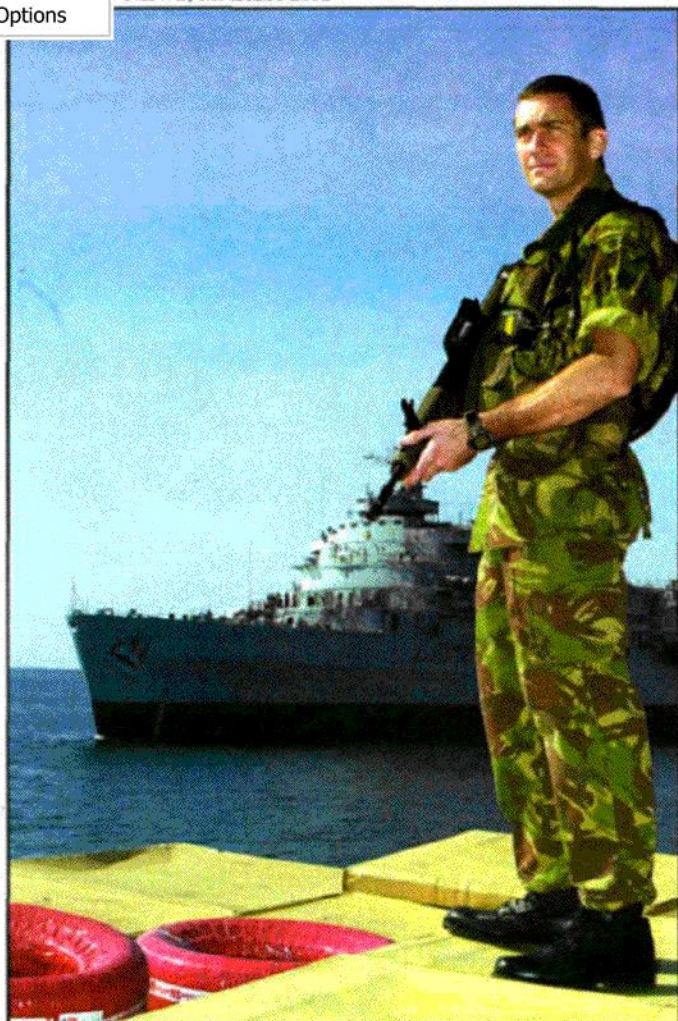


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● Cpl Gaby Green of 4 ASRM HMS Fearless, keeps a watchful eye on his colleagues and members of the crew on board a vessel boarded during Maritime Interdiction Operations (MIOPs) in the Gulf. Fearless is pictured in the background.

Lusty becomes flat-top conveyer

CARRIER HMS *Illustrious*, the Royal Navy flagship in Operation Enduring Freedom in the Middle East, has taken flexibility to new levels as her role in the war against terrorism develops.

She left the UK at the beginning of September with her "escort of choice", HMS *Southampton*, to take part in a series of exercises, expecting to return before Christmas.

But as she and her task group made their way through the Mediterranean, the terrorist attacks on the United States on September 11 changed all that.

And in the following months, the carrier has embarked 12 different aircraft squadrons, three battle staffs and catered for hundreds of visitors ranging from royalty to journalists, from round the world.

Many Gulf port visits were cancelled, and by the time the ship returns to Portsmouth towards

the end of this month she will have spent 169 days at sea and only 34 days in seven months alongside – more than half of those in her new 'base port' of Salalah in Oman.

Indeed, so often did her programme change that Daily Orders were viewed as the Longcast.

Her aircraft complement has changed dramatically over the course of the winter.

As she worked towards Exercise Saif Sareea, she embarked eight RAF GR7 Harriers to bring her aircraft total up to 23.

By the end of September she arrived in Salalah to pick up augmentees from the Army, the Royal Marines and RAF for the Oman exercises, but all the while other options were being mapped out by operations staff.

Accommodation was stretched, with many on camp beds, the Wardroom ante room handed over to Joint Force HQ staff and the dining room split in two. By this stage the ship had a complement of around 1,250.

During Saif Sareea, the RAF Harriers of IV(AC) Squadron transferred ashore to Masirah, in Oman, achieved in only five hours with the help of RAF 18 Squadron Chinooks.

801, 849 and 820 Naval Air Squadrons remained on board as preparations were made to join American warships in the area, with air

operations over Afghanistan expected.

At the end of October, with a Christmas in whites seeming more likely than a white Christmas, it was announced that *Illustrious* would be reconfigured as a helicopter carrier and stay in the region for contingency operations.

The role switch – the first time it has been attempted at sea – meant the resident air wing had to leave before new aircraft could fly in.

820 and 849 Squadrons went on the penultimate evening of Saif Sareea, along with the bulk of 801 Squadron's maintainers – another slick operation, completed in seven hours, mostly at night, with the help of two Sea Kings from 845 Squadron which happened to be in the area.

The following day saw the departure of the last jets and personnel of 801 Squadron, leaving the carrier with no aircraft to carry,

First of the newcomers were a number of RAF CH 47 Chinooks, which joined in work-up exercises with Royal Marines and specialist Army units.

The Chinooks proved impressive machines – their massive lifting capacity and extended range make them useful assets.

Some weeks were spent working off the coast of Pakistan in support of combat operations ashore, but the rapid fall of the Taliban regime in Afghanistan meant B Company had to be disembarked for Kabul at very short notice, where they provided assistance and protection for General McColl as the fledgling UK-led International Security Assistance Force (ISAF) found its feet.

After calling in at Salalah, the carrier turned south to Mombasa and the first real run ashore since leaving the UK.

Many of the ship's company were introduced to King Neptune's Court for the first time as *Illustrious* crossed the Equator on December 21, going from midwinter to midsummer as she passed from northern to southern hemispheres.

To add a further twist, the RAF offered a trip in a Chinook of 18 Squadron to raise money for charity, allowing some to cross the line twice.

In Mombasa the ship's captain, Capt Charles Style, left on a camel, and Capt Alan Massey assumed command before the carrier returned to patrol in the Northern Arabian Sea.

A maintenance visit to Bahrain had to be cancelled because of the security state, but once again the Chinooks came into their own, allowing tons of stores and mail to be picked up.

845 Squadron was welcomed back, and D Company of 40 Commando RM came on board as the new Embarked Military Force, while personnel from 18 (B) Squadron RAF left, to be replaced by 27 Squadron RAF.

Following a visit to Dubai, the ship is planning to re-embark all the helicopters, including elements of 847 Squadron, who have spent much of their time aboard HMS *Fearless*.

She can then hand over to helicopter carrier HMS *Ocean* mid-March before heading home.

But although the carrier – as always – attracts most attention from the media, there are other ships out in the region.

The amphibious assault ship HMS *Fearless* has once again proved age is no obstacle as she has taken part in interdiction operations in the region, checking shipping for smuggled goods which could be supporting the terrorists' cause.

Escort destroyer HMS *Southampton* has been shadowing the carrier throughout the period, and supply ship RFA *Fort George* has been ministering to the needs of RN and coalition ships.

RN hosts battle group chiefs

THE COMMANDERS of five carrier battle groups met on board British flagship HMS *Illustrious* in a demonstration of coalition unity.

The five, all rear admirals, flew in from their carriers in the North Arabian Sea to confer on the war against international terrorism.

Their ships also met up in close formation as the commanders exchanged views and planned future activities before returning to their respective stations off the coast of Pakistan.

James Zortman (USS *John C. Stennis*), Francois Cluzel (FS *Charles de Gaulle*), James Burnell-Nugent (HMS *Illustrious*), Maurizio Gemignani (ITS *Garibaldi*) and Mark Fitzgerald (USS *Theodore Roosevelt*) all spoke of their pride at participating in the coalition, which currently embraces more than 100 ships from 12 nations – believed to be the most powerful international maritime force assembled since World War II.

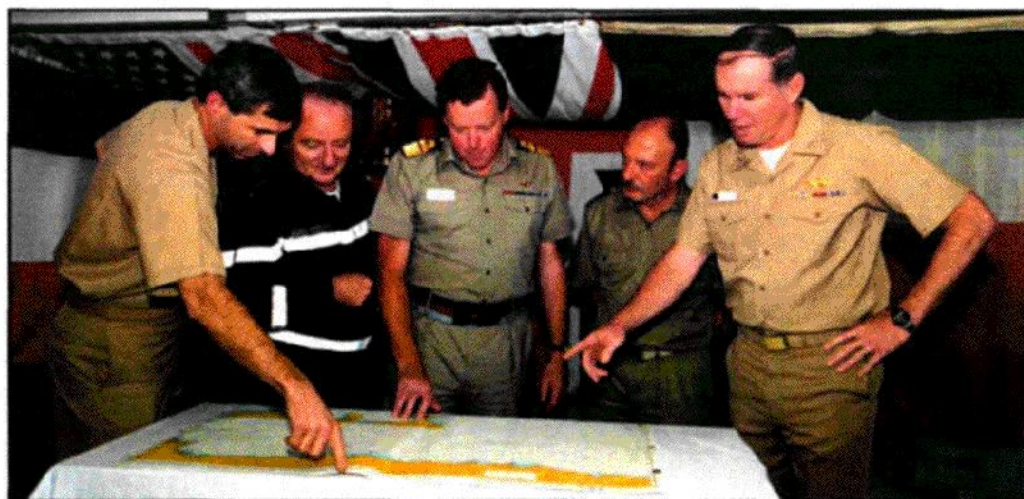
Admiral Burnell-Nugent, who is also the deputy joint maritime coalition commander to the US Central Command's Admiral Keating, said: "This is a remarkable coming together of forces from around the world."

"We haven't seen a coalition formed as quickly as this and with a strength as this since for many years."

Admiral Fitzgerald said: "This is a truly international coalition against terror which has accomplished a lot in a short time."

"As well as flying hundreds of sorties over Afghanistan each week, the coalition has been conducting leadership interdiction operations to detain fleeing Al Qaeda and carrying on the surveillance and intelligence-gathering to support the operation."

Admiral Zortman, on board his 102,000 ton



● The five battle group commanders – all rear admirals – confer on HMS *Illustrious*. From left, Mark P. Fitzgerald (USS *Theodore Roosevelt*), Maurizio Gemignani (ITS *Garibaldi*), James Burnell-Nugent (Commander UK Maritime Forces), Francois Cluzel (FS *Charles de Gaulle*) and James M. Zortman (USS *John C. Stennis*).

ship USS *Stennis*, said of the coalition: "It's a formidable force. What surprised me was not so much how fast it came together but the strides we made in interoperability that would normally have taken years."

"Each country brings its own strength, and all together create a force more powerful than the sum of its parts."

"Where we had any initial teething problems involved in working our systems together, the

smart young sailors from all these navies figured out technically how to resolve them."

"Increasingly these days the kit is quite similar and we have normally only needed to sort out little differences."

"In the crucial area of disclosure too, which involves the sharing of sensitive codes and practices, we quickly found ways to solve any operational issues."



● From the front: USS *Theodore Roosevelt*, ITS *Garibaldi*, FS *Charles de Gaulle*, HMS *Illustrious* and USS *John C. Stennis*, with escorts.



● HMS *Illustrious* (foreground) with Type 42 destroyer HMS *Southampton* (left of *Illustrious*) and RFA *Diligence* following astern.

Navy's ertible

Type 23 frigate HMS Kent has been breaking records on Armilla patrol in the Gulf, and as Navy News went to press she was due to be relieved by sister frigate HMS Portland.

HMS Ocean, which will take up the reins from Illustrious, has been delayed twice by bad weather in the UK – once at Devonport and later from Portsmouth – but enough time was built into her programme of work-up and exercises on her way east of Suez that she was expected to maintain her schedule.

Before leaving home waters there was time for a nostalgic visit by a 90-year-old West Sussex man who had vivid memories of her predecessor.

Cdr Peter Harper (ret'd) was the Supply Officer of the aircraft carrier Ocean, which took part in the Korean War.

He was invited on to the helicopter carrier to meet his 21st century counterpart, Cdr Paul Cunningham, and had a look around the ship.

Also on its way from the UK to provide relief for Illustrious is a bundle of videos, after one of the ship's company wrote to say the carrier's stock of films was wearing a bit thin.

LMEM Paul Neville mentioned it to his father Colin in a letter home, and Colin, of Castle Douglas in Scotland, started a local campaign to collect more tapes. Also helping out were newspapers the Galloway News and the Dumfries Courier, plus radio station West Sound.

His plea resulted in a haul of more than 350 tapes – and only three of them were duplicates.

The Commander of the UK maritime forces in the region, Rear Admiral James Burnell-Nugent, feels that the spirit of his troops is still good, despite the uncertainties.

Speaking after hosting a meeting of battle group commanders on board the British flagship, Admiral Burnell-Nugent said: "Our Navy, along with others, has had a continuous presence here for years. This new coalition will bring its composite land, sea and air capability to bear in the theatre for as long as it takes.

"Morale is good, because the people here understand that what they are doing is important and what they do is to support a purpose stated at the highest political level.

"Ships are being incredibly flexible in the roles they are called on to perform, and everyone is finding a lot of job satisfaction in responding to any task and contingency in a highly flexible way, and often at short notice.

"The ships of the Task Group have shown remarkable versatility.

"Illustrious, originally built as an anti-submarine warfare carrier for the Cold War, sailed from the UK with air defence Sea Harriers, was joined by a squadron of RAF GR7 Harriers for Saif Sareea – and then converted to a Commando Helicopter Carrier for the remainder of the deployment.

"During this time she has also been a Maritime HQ and a Joint HQ.

"Fearless, the landing ship which was involved in troop landings for Saif Sareea out here in the

autumn, has since been operating against arms and oil smugglers and carrying out maritime interdiction roles, as well as being home to hundreds of Marines and rehearsing landings.

"RFA Diligence sailed as a mine countermeasures mother ship and latterly has had roles as both a submarine repair ship and tanker.

"All this shows great flexibility and adaptability of our people. They are doing remarkably well.

"By bringing this flexibility and continuing with rotational deployments, together with the support of the other coalition members, we will fight as a team for as long as it takes.

"Terror is a world problem that affects tens of dozens of countries; it's in the interests of all countries to fight against Al Qaeda and other groups.

"The coalition is fitted for any mission and the longer we work together the better we get.

"We have the logistics to sustain the thousands of Service people out here, and the coalition is learning how to carry out all the contingent operations we are being asked to do as our assets join and leave.

"Our attention is clearly moving out to a wider area but thanks in part to our presence here shipping operators have been greatly reassured, and insurance premiums they pay for the area have returned to normal since September 11.

"Our ships, submarines, aircraft and marines have a very tangible effect on enforcing security throughout the region and helping to maintain stability in the world markets.

"We are carrying out often up to a dozen or more boardings each day, sometimes opposed, and preventing oil smugglers breaking Iraqi sanctions.

"Coalition aircraft are enforcing the Iraqi no-fly zone too, so there is still a lot of work to be done.

"Germany too is now joining the force, and Spain has announced it is sending ships.

"In late January the Japanese tanker Towada began supplying fuel to RFA Fort George for onward fuelling to ships of the task force, marking a significant first with our two countries, separated by 180 degrees geographically, yet operating closely together.

"By sharing coalition logistics ships between partners and replacing ships on task with new ones there is no doubt the maritime coalition can keep up its contribution indefinitely.

"The coalition force is a broad, capable one prepared to stay in the area for the long haul if necessary to see the task through."



● RFA Fort George (right) receives fuel from her Japanese counterpart, Japanese Defence Ship Towada in the Arabian Sea. Britain and Japan are both members of the coalition fighting the war against terrorism, and this evolution was a first for the two navies.



● An FA2 Sea Harrier of 801 Naval Air Squadron flies off HMS Illustrious during a maritime demonstration off Oman. In the background are warships of the Royal Navy and the Oman Navy. From the left are Type 42 destroyer HMS Southampton, the British carrier's escort, Omani corvette Al Mua'zzar, Type 22 frigate HMS Cornwall, Omani corvette Qahir Al Amwaj, Omani support ship Fuik Al Salamah and helicopter carrier HMS Ocean, which returns to the region this month.



● RAF Chinooks operating from HMS Illustrious.

Next month: More news from the coalition maritime forces in the Gulf and the Arabian Sea.



At Your Leisure

Cheers for 'Old Glory'

ADMIRAL Sir David Beatty and British seamen cheering the arrival of the US 6th Battle Squadron at Scapa Flow on December 1, 1917. — from *The Battleships* (Channel 4 Books, £12.99) by Ian Johnston and Rob McAuley.

Full century of conflict in IWM shows

MARKING the 20th anniversary of the Falklands War, the Imperial War Museum presents 'Traces of Conflict', an art exhibition of interactive, digital and print-based media from March 23 – June 23.

It is by a group of artists and designers from Duncan of Jordanstone College of Art, University of Dundee, who visited the Falklands in 1999 at the invitation of the Commander British Forces there.

Meanwhile 'Voices from Korea', a show featuring oral history recordings, photographs and other mementoes provided by those involved in the war of 50 years ago, continues throughout this year.

And 'Submarines', the popular hands-on exhibition aimed particularly at children and designed to mark the centenary of the RN Submarine Service last year, has been

extended until June 30.

On March 21 at 7pm Sir Martin Gilbert will be looking into the part which signals intelligence played in Churchill's war direction.

For tickets for 'Churchill and Enigma' (£8 including wine) tel 020 7416 5439.

Also opening at the IWM this month is 'The Trench Exhibition' linked with a major BBC2 series about daily life in a World War I trench – an experience shared by the men of the Royal Naval Division created by Winston Churchill when he was First Lord of the Admiralty and christened by Prime Minister Asquith as 'Winston's Little Army'.



Trinder classics out on video

'Sailors Three' one of Tommy Trinder's best-loved and most successful wartime comedies, has been released on video – together with its sequel 'Fiddlers Three'.

**Taking
a long
view**

AB Newall, look-out in HMS Suffolk who first sighted the Bismarck and Prinz Eugen in the hunt that led to the famous action in May 1941 is equipped with Barr & Stroud's classic CF41/AP1900A binoculars mounted on enemy bearing indicators.

The long association between the Royal Navy and the Glasgow-based company – described as "by far the most successful optical instrument makers in the annals of Scottish technology" – is told by William Reid in 'We're certainly not afraid of Zeiss' (National Museums of Scotland Publishing £20), an ironic reference to its less happy endeavours to compete worldwide with its German counterpart, whose timeless 1894 Feldstecher design dominated the global market for much of the next century.

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'Sailors Three', made by the legendary Ealing Studios in 1940, has Tommy serving in HMS Ferocious.

He and his two best mates have a little too much to drink during shore leave and end up in the wrong ship. In a panic, they pinch the ship's boat and scramble back on board.

Only it isn't the Ferocious, as they discover when they sober up. They've accidentally boarded the mighty German battleship Ludendorf!

Naturally their attempts to pass themselves off as Germans don't go too well and they are quickly captured.

But, with the help of an anti-Nazi on board, they trick the entire ship's company into abandoning ship. Now our intrepid hero and his chums – played by Claude Hulbert and Michael Wilding – must sail the Ludendorf back to Blighty – if the RN doesn't sink them first.

'Fiddlers Three' sees Trinder (still in rig) catapulted back in time for some comedy adventures in

ancient Rome.

It's still wartime and Tommy and his best mate the Professor are enjoying a spot of shore leave on Salisbury Plain. After rescuing a damsel in distress, they stop off to do a bit of sightseeing at Stonehenge – and get struck by lightning.

And this is the freak accident of time and place that has them winding up as slaves of the Romans. Britons don't make good slaves, however – and soon the trio find themselves destined for the arena – and a date with some very hungry lions...

Whatever its other merits, this one has the distinction of introducing James Robertson Justice and Kay Kendal, two major luminaries of British postwar cinema.

'Sailors Three' and 'Fiddlers Three' are now available direct from DD Video at £10.99 plus £1.75 pp (£2.75 for both), Unit 1, Pool Bank Business Park, High Street, Tarvin, Chester CH3 8JH. Credit card customers can order by ringing the 24 hour DD Video hotline on 01829 741490.





● A young Harold Fine, of HMS Calder.



● Captain-class frigate HMS Calder, seen here in mid-Atlantic in 1943 in a photo probably taken by a US Coast Guard aircraft.

The forgotten class

AN OFT-overlooked class of warships from World War II will be enjoying a spot in the limelight when the Captain-Class Frigate Association celebrates a diamond jubilee next month.

Atlantic.

"Back in the UK certain modifications were made," recalled Harold.

"The water fountains were taken out, for example, and so were the washing machines – they were too modern. All sorts of Americanised things were removed."

Between them the Captains destroyed possibly as many as 38 German submarines, three midget submarines and more than 30 E-boats – a score which surpassed any other class.

One of eight of the frigates converted for use as a Coastal Forces Control Frigate, HMS Torrington, destroyed one of the midget submarines on Christmas Day in 1944, just as the ship was going to anchor for Christmas lunch.

But there was a price to pay, with 17 lost through enemy action – one of the highest loss ratios of any class.

With the war won, surviving ships were returned to the United States with haste under the terms of the Lend-Lease Agreement – there were those in the Service who strongly believed that the comfortable ships, with good accommodation, large bathrooms and showers, and advanced propulsion systems, did not show comparable British-built ships in a good light.

The get-together in Warwick, at the Hilton Hotel, will include a display of model ships in the hotel's swimming pool, one built by a model-maker in honour of his brother, who died in HMS Bickerton.

There is a roll of honour to the 700 sailors who died in the class, and a mobile museum which gets its third airing.

"When the reunions started three years ago, people brought pictures, and we persuaded the hotel to let us have a room for a temporary museum," said Mr Fine.

This year's reunion, from Friday April 5 to Sunday April 7, promises the best display yet, featuring a U-boat pennant, the battle ensign from HMS Calder's first U-boat

The get-together, in Warwick, marks 60 years since the first of the class was laid down, and the introduction to the fray of an escort type which had a crucial impact on the Battle of the Atlantic.

The importance of the ships to the UK can be gauged from the fact that more than 500 were ordered from America, although many were eventually retained by the US Navy.

Numbers were gradually cut back until the class was completed by 78 hulls, of two types.

At 46 the more numerous were the longer Buckleys, powered by turbo-electric engines, while 32 Evarts had diesel-electric power.

Buckleys had a ship's company of 200, 25 more than the Evarts.

The Captain-class was designed in the US as destroyer escorts (DEs) and ordered in 1940, before the States entered the war.

RN ships were ordered without torpedo tubes, so by definition they were frigates, while their identical American sisters were destroyers.

The Admiralty provided an outline specification for key criteria such as length and speed, giving the ships the capability of outrunning a U-boat on the surface and with the range and endurance to remain at sea for several weeks, often in the harshest of conditions, while the Americans did the detailed design work.

Their main armaments were three 3in guns and a Hedgehog anti-submarine bomb-throwing installation, backed up by a variety of Oerlikons and Bofors, 40mm and 20mm guns and 2pdr pom-poms.

The first of class was Bayntun, which arrived in the UK in April, 1943, and by the following summer the entire RN complement had been delivered, with British crews crossing the Atlantic to join their ship and train in it before joining the war effort.

"About 16,000 men served in them, and we lost about 700 men," said Harold Fine, one of the driving forces behind the Captain-Class Frigate Association and a radar operator in HMS Calder for almost three years.

"We know we sank at least 33 U-boats and 20 or so E-boats – so we paid our way."

The ships were not perfect, though: "They would roll on a wet tea-cloth – they had a murderous roll, something like 42 degrees in six seconds was recorded."

But it gave Harold and his colleagues a chance to get away from the war for a few weeks, to pick up the ship in the United States and spend a couple of weeks training around Bermuda before being plunged into the life-or-death struggle with U-boats in the

Captains table

Evarts:

Bayntun (K310), Bazely (K311), Barry (K312), Blackwood (K313) torpedoed June 15, 1944, Burges (K347), Drury (K316), Capel (K470) Torpedoed December 26, 1944, Cooke (K471), Dacres (K472), Domett (K473), Foley (K474), Garlies (K271), Gould (K476) Torpedoed March 1, 1944, Grindall (K477), Gardiner (K478), Goodall (K479) Torpedoed April 19, 1945, Goodson (K480) Torpedoed June 26, 1944, Gore (K481), Keats (K482), Kempthorne (K483), Kingsmill (K484), Lawford (K514) Bombed June 8, 1944, Louis (K515), Lawson (K516), Pasley (K564), Loring (K565), Hoste (K566), Moorsom (K567), Manners (K568) Torpedoed January 26, 1945, Mounsey (K569), Inglis (K570), Inman (K571)

Buckleys:

Bentinck (K314), Byard (K315), Calder (K349), Duckworth (K351), Duff (K352) Mined November 30, 1944, Essington (K353),

Affleck (K462) Torpedoed December 27, 1944, Aylmer (K463), Balfour (K464), Bentley (K465), Bickerton (K466) Torpedoed August 22, 1944, Bligh (K467), Braithwaite (K468), Bullen (K460) Torpedoed December 16, 1944, Byron (K508), Conn (K509), Cotton (K501), Cranstoun (K511), Cubitt (K512), Curzon (K513), Dakins (K550) Mined January 16, 1945, Deane (K551), Ekins (K552) Mined April 16, 1945, Fitzroy (K553), Redmill (K554) Torpedoed April 27, 1945, Retalick (K555), Halsted (K556) Torpedoed June 10, 1944, Riou (K557), Rutherford (K558), Cosby (K559), Rowley (K560), Rupert (K561), Stockham (K562), Seymour (K563), Spragge (K572), Stayner (K573), Thornborough (K574), Trollope (K575) Torpedoed July 6, 1944, Tyler (K576), Torrington (K577), Narborough (K578), Waldegrave (K579), Whitaker (K580) Torpedoed November 1, 1944, Holmes (K581), Hargood (K582), Hotham (K583)

kill, and video of ships under construction.

Around 400 people from as far afield as California are expected to attend the reunion dinner.

40 of the guests will be from the American version of the Association, and they will be touring other sites of military significance across the country on a package organised by the hotel chain.

The Navy veterans have booked 178 of the 181 rooms at the hotel, and have spilled over into the nearby Holiday Inn.

Harold Fine said that more than 520 British Captain-class veterans have been located to date, and

that he had been in touch with at least one representative of every single ship of the 78 in the class.

As a result, 66 of them will be represented at the Diamond Jubilee dinner in Warwick.

For more information on the class, Don Collingwood's book is recommended reading by the Association.

Details of the Association can be obtained from Harold Fine on 020 8455 9400 or Dave Lingard on 01926 497514.

A full article on Captain-class frigates, with material from Mr Fine and Charlie Chivers, will be posted on the Navy News website in the coming weeks.



● Captain-class frigate HMS Duckworth.

Picture: Maritime Photo Library.

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At Your Service



Reunions

The Figgard Association: There has been a change of venue for the lunch reunion, which will now be at HMS Forward, Tilton St, Birmingham. Contact Des Goodwin, 36, Southbrook Rd, Langstone, Havant PO9 1RN, tel: 023 9247 2384.

April

HMS Brilliant (1980-84) and 20th Falklands Anniversary: Officers and ship's company, with partners, are invited to a reunion at the Belgrave Hotel, Torquay, April 5-7. Contact Pete Parry 01579 320896, Jan Sully 01579 344053, Dave Swift 023 9242 5225 or Reg Briers 01337 842580.

RN Engineering Colleges, Keyham & Manadon: A reunion weekend is planned for April 19-21 with a reception in Plymouth Guildhall at 1830 on Saturday 20th, by ticket only. All who worked or trained at the RNECs are welcome. Details from N.J.B. Morrison, Velden, Yeolund Down, Yelverton PL20 6BY, tel/fax 01822 853320, email: reunion@rncmanadon.com or website: www.rncmanadon.com

750 Naval Air Squadron, RNAS Culdrose, celebrates 50 years of continuous commission on April 17. A day of reunion and festivity is planned at the squadron on Wednesday April 24 with a Mess Dinner for previous COs and wives on Tuesday, April 23. Previous members of 750 NAS staff, including wives or partners, wishing to attend either of these events should contact Lt Andy Drogge at Culdrose as soon as possible, at 750 NAS, RNAS Culdrose, Helston TR12 7RH, tel: 01326 557267 (mil: 93781 7267).

HMS Serene 1944-47 (mil: 93781 7267). 27 at Lingfield, Surrey. Details: Eric Drummond, 5, Green Way, Syke Lane, Scarcroft, Leeds LS14 3BJ, tel: 0113 289 2222.

HMS Black Swan Association reunion at Widnes, April 26-28. All commissions and friends welcome to commemorate the 60th anniversary of the ship's adoption by the town in Warship Week 1942. Details: John Dunstan, 47, Abbotsbury Rd, Newton Abbot TQ12 2NS, tel: 01626 354294.

Sherborne RFA Hospital reunion at the Swan, Cheap Street, Sherborne, April 27, 12.30. All staff and ex-patients welcome. Contact Mrs Doris Schofield (nee Miller), The Bungalow, Augustus Rd, Hockliffe, Leighton Buzzard LU7 9NF, tel: 01525 210867.

HMS Gravelines - St Kitts 50 Year Anniversary, April 27, at the Royal Fleet Club, Devonport. All enquiries to John Macpherson on 01752 212915.

The 2nd Northern Area luncheon reunion of the **Figgard Association**, in alliance with the **Old Caledonia Artificer Apprentices Association (OCAA)** is at the Civil Service Club, Rosyth, on April 27. Contact Des Goodwin, 36, Southbrook Rd, Langstone, Havant PO9 1RN, tel: 023 9247 2384.

May

Captain Walkers Old Boys Association reunion and dinner at Bootle, Merseyside, May 3-5. Details from Pat Marsh, 33, South Drive, Liverpool L15 8JJ, tel: 0151 722 2080.

HMS Narvik 1955-59 reunion, May 3-4. Details from Rod Jenkins, 33, Paston Ridings, Paston, Peterborough PE4 7UR, tel: 01733 751019.

HMS Hermes Comms 82: May 3-4, a get-together has been arranged in Portsmouth, staying in the Home Club. Contact Gary Brown, 3, Crosier Court, Upchurch, Sittingbourne ME9 7AS, tel: 01634 365796, email: gary@brown6348.fsnet.co.uk

Series 15 Artificer Apprentices, 50th anniversary reunion, May 5, 1952, at the Queens Hotel, Portsmouth, on May 4. Details: John Aspell on 023 9225 1953 or email: jonaspe@aol.com

HMS Redoubt reunion, Victory Services Club, Seymour St, London W2 2HF, May 7. Details from Doug Wilcher, 7, Elmbridge Ave, Surliton KT5 9EX, tel: 020 8399 6233.

HMS Royal Arthur reunion at Skegness, May 9-12. Enquiries to G. Housden, 84, Wilton Ave, Chapel St Leonards, Skegness PE24 5YN, tel: 01754 873811.

HMS Conqueror: The 20th anniversary of HMS Conqueror's Falklands War patrol will be marked by a dinner for all members of the ship's company and embarked personnel on May 10. Contact Cdr Jonty Powis (020 7218 7249 or 01403 270300) or Laurie (Taff) Dymock on 01291 423314 or 01275 464450.

HMS Comus York reunion, May 10-12. Friday, 1930 at Conservative Club, Clarence Rd, Saturday 1930, buffet and dance at York Health Services Club. Contact Geoff Harper on 01302 708135.

HMS Concord Association reunion at Bridlington Spa Hall from May 10-12. Details from Peter Lee-Hale, 53, Shelburne Rd, Calne, Wiltshire SN11 8ET, tel: 01249 811405, fax: 01249 813870.

HMS Gambia Association mini-reunion in Llandudno, May 10-13. Former crew members welcome. Details from Les Newman, 3, Coppice Rd, Whitnash, Leamington Spa CV31 2JE, tel: 01926 831599.

HMS Victorious (1941-45) Reunion Association: Personnel who served are welcome with partners to reunion in Yeovilton, May 10-12. Details: Mansel Evans, Bryn Deryn, Lon Yr Eglwys, St Brides Major, Biddigh CF32 0SH, tel: 01656 880459.

HMS Revenge, 1939-42 reunion at Portsmouth on May 10. Contact Len Rose on 01903 767592.

HMS Khedive reunion, May 17-18, for ship's company and 808, 889 and 1700 FAA Squadrons. Details from Bob Evans, 40 Merrick Rd, Wednesfield, Wolverhampton WV11 3NZ, tel: 01902 603281.

HMS Waspit Association reunion at the Hotel Prince Regent, Weymouth, May 17-19. Details: R. Foster on 01753 653915.

HMS Volage 1944-45 crew: reunion at Lakeside, Hayling Island, from May 24. Contact Lofly John Mills on 01243 542158.

HMS Opossum (133) Association reunion at the Trecam Hotel, Babbacombe, Torquay, May 24-27. Details: Eddie Summerford, 28, Greyhound Road, Limefield, Bury BL9 6PN, tel: 0161 764 8778.

HMS Coventry (Falklands 1982): Interested in a reunion on May 25? Sam MacFarlane (RS) and Les Kellett (POCK) are willing to make the arrangements. Location possibly Chatham (or London). Tel: 01634 684817 or e-mail sam@lineone.net

Devonport Heavy Ls reunion, Plymouth, May 25. Anyone who would like to attend who served in L, OE and ME(L) branches on Devonport ships and FMBs, contact Peter Brum Gosling, 65, Kenmare Drive, Plympton, Plymouth PL7 2YJ, tel: 01752 344639.

23rd Destroyer Flotilla Association: Saumarez, Scorpion, Scourge, Savage, Serapis, Swift, Svenner and Stord; reunion, SR mess, HMS Nelson, Portsmouth, 1800, May 25. Details: Billy Swift, 37, New Road, Loveland, Waterlooville, Hants PO8 9RU, tel: 023 9259 1032.

42 Cdo RM MT Section (1959-62) Assn reunion, May 25, Home Club, Portsmouth. Contact R. Hunt, 023 9226 2427.

LST & Landing Craft Assn reunion, Mill Rhye Holiday Village, Hayling Island, May 27-31. Remembrance Service at Chichester Cathedral on May 29. Details: Mike Crosswell, 1, Garmudging, Green Lane, North Duffield, Selby YO8 5RR, tel: 01757 288752, email: mike@garmudging.freereserve.co.uk

Petty Officers' mess, HMS Invincible 1962 (Falklands): Contact Jimmy Quinn on 01935 426259, email: jimmyq@euphony.net with regards to a reunion in June 2002.

Cleethorpes & Grimsby RFA are organising a Parade for June 2 in honour of the Queen's Jubilee and Falklands 20th Anniversary. Contact Mike Allott, Cleethorpes RFA, 4 Alexandra Rd, Cleethorpes, tel: 01472 693799.

HMS Sparrow reunion, June 7-9, at the Royal Hotel, Great Yarmouth. Details from Geoff Middleton on 01562 700689.

Hawke 45 Association, HMS Figgard, January 1945 Entry reunion at Babbacombe, June 7-10. Details from Geoff Looker on 023 9238 3585 or email: geoff@looker.demon.co.uk

Senior Rate Stewards reunion, WO and SR Mess, HMS Raleigh, June 7. All serving and ex-serving Senior Rate Stewards welcome. Contact WO Gary Slater on 01752 811571 (mil: 9375 41571).

Reunion at the Home Club, Portsmouth, June 15. Details from Jess James, 50, Lancaster Way, Northampton NN4 8LY, tel: 01604 660401 or email: jessjames@cwcom.net

HMS Fearless Petty Officers and Sergeants: De-commissioning dance on board from June 24-28. All serving and ex-serving Petty Officers/Sergeants and guests are welcome. Contact PO George Kirkwood, Ohio Mess, HMS Fearless, BFPO 283, or email: 283@a.cli.mod.uk

July

HMS Kale 1942-47 reunion at Southdene Hotel, Bridlington, from July 2. Contact Lew Ayres, 44, Tring Gardens, Harold Hill, Romford RM3 9EP.

HMS Glasgow (C21/D88) Association reunion at Victory Club, HMS Nelson, Portsmouth, July 6-7. Details from Allan Mercer, 89, Royal Ave, Hough Green, Widnes WA8 8HJ, tel: 0151 510 2445.

September

HMS Euryalus Association reunion at the Home Club, Portsmouth, September 6. All ranks of all commissions are invited. Details from Eric Owen, 82, Heath Park Drive, Cardiff CF14 3QL, tel: 029 2075 0022.

846 NAS (HMS Albion 1962-64) reunion, Trecam Hotel, Babbacombe, Torquay, Sept 14, also ex-Albion Air Department or 845 NAS members of that commission. Dave Scowen, 34a, Louvain Rd, Horns Cross, Greenhithe, Kent DA9 9DZ, tel: 01322 395054, email: dave.scowen@aol.com

Russian Convoy Club (Bridlington) reunion, RBL Club, Hilderthorpe Rd, Bridlington, September 18, noon. Details: Albert Higgins, 48, St Johns Walk, Bridlington YO16 4HJ.

Fourth Destroyer Squadron Association (HMS ships Agincourt, Aisne, Alamein, Barrosa, Corunna, Dunkirk, Jutland and Matapan) reunion, September 20-23, King Charles Hotel, Gillingham, Kent. Contact Terry Parker, 54c, Cheriton Rd, Folkestone CT20 1DD, for details.

HMS Cavalier 1961-63 Commission reunion, September 27-30 at Llandudno. Details from Sid Anning, 14, Kipling Gardens, Crownhill, Plymouth PL5 3DD.

HMS Crane Association U23/F123 (1943-62) reunion and AGM at Gateway Hotel, Nottingham, from September 27-29. Details: Tony Nuttall, 85, Conway Rd, Carlton, Nottingham NG4 2PW, tel: 0115 952 6363, email: cranesnest@btworld.com

HMS Duff reunion at Solihull on September 27-28. Contact N. Johns, The Old Chandlery, New Road, Instow, Bideford EX39 4LN, tel: 01271 660578.

Castle-Class Corvette (Frigate) Association reunion at Scarborough from September 27-30. Details from Mike Biffen, 81, Beakes Rd, Smeethwick, West Midlands B67 5RS, tel: 0121 429 3895.

HMS Phoebe Association reunion, Hotel Leoric, Coventry, October. All ranks 1939-92 welcome. Details: Roy Pavely: 01235 211501, email: roy.pavely@btworld.com

HMS Swiftsure Association, Cruiser and Submarine reunion, Littlecote House Hotel, Hungerford, October 4-6. Details: David George, Mullion, Shipton Green, Ichenor, Chichester PO20 7BZ, tel: 01243 512998, email: davidangeorge@lineone.net

HMS Porlock Bay Assn 1946-48 reunion, County Hotel, Llandudno, Oct 4-7. Contact K. Faulkner, 22, Clovelly Rd, Swinton, Manchester M27 0FU, tel: 0161 794 8962.

HMS Arethusa Association reunion, October 4-7 in Llandudno. Details from Tom Sawyer, 1, Manor Drive, Flockton, Wakefield WF4 4AW, tel: 01924 848191, email: hmsarethusa38@yahoo.co.uk

HMS Ocean Assn reunion, King Charles Hotel, Gillingham, Kent, October 4-7. Details: Don Lord, 74, Montague Close, Walton-on-Thames KT12 2NG, tel: 01932 241116.

HMS Crane 1943-62: shipmates will meet informally at the Home Club, Portsmouth, October 5 at 1800. Details from John Cantle on 01822 834398.

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Jason Nelson (Scouse) served 1989-97, as a WAFU was predominantly at RNAS Portland (829 and 815 squadrons). Also HMS Edinburgh, 1992-3 on Armilla and Op Sharpguard, and a spell at RNBC Dartmouth on the barrack guard in 1997. He wants to arrange some social events with old friends; contact him at 21, Cromer Drive, Wallasey, Wirral CH45 4RR, tel: 0151 630 4850, email: slaphadwallasey21@cwcom.net

Liz Neath (Lady Liz) QARNNS: 1968 RNH Bighi, then Haslar, Stonehouse and BMH Singapore in early 70s. Any info please to Bruever Ken on 01243 864298 or email: bognorboats@btinternet.com

Seeking PO(R) Jon Bomber Wells. last known whereabouts Ramsgate, an old friend who served in HMS Norfolk with Sid Habens during the Group 8 Deployment to Australia in 1979. Contact Sid at 33, Rosewood Glen, Jerrabomberra, NSW, 2619, Australia, or email: shabens@bigpond.com.au

Ex-Navy CH Tony Harry, last ship HMS Chatham, seeks, LCH Dave Yuen, on board HMS Illustrious until recently, Dickie McMayon, ex-POCK in HMS Active, Stretch, who was in HMS Chatham in 1995-97. Cdr A.B. Spence, formerly the Supply Officer of Chatham and Staff Legal advisor to FOST, and anyone who may remember him from HMS Antelope, in which he served during the Falklands War. Write to Tony at 2690, Joppa Rd, Leader Heights, York, Pennsylvania, USA 17403, or email: tharris75@hotmail.com

Seeking the father of Laurie-Anne Bradshaw: Tim Grindol and he were based in Plymouth on HMS Torbay in 1988. He was then drafted up to Faslane. When they met in 1991 he was living at Helensburgh. Also seeking Richard Greaves in Plymouth awaiting to join a Fleet Submarine when last seen (late 80s). Contact Tim Grindol, 47, Black Prince Ave, Market Deeping, nr Peterborough, Lincs, tel: 01778 347725 or 0776 5257958 or email: hanx@btopenworld.com

HMS Andromeda first commission 1968-71: Rick Matty Matthews seeks anyone who served in F57 during this time under Capt Stacey. Contact Rick on 01522 868623 or email: rickmattymaths@btinternet.com

HMS Puma (F34): Seeking shipmates, especially those that commissioned HMS Puma in 1957. Also photos of the old ship and stokers messdeck for Captain's rounds. Contact Roy Cox, 44, Severn Ave, Weston-super-Mare BS23 4DQ, tel: 01934 429269, email: JENNIFERCONCORDE@aol.com

HMS Newcastale 1980-81: Seeking ROs Joe Riley, Pete Cairns, Elkie Brookes, Bob Chapman, Dan Maskel, John Kilby et al. Contact Terry Radford, 162, Victoria Rd, Saltney, Cheshire CH4 8SZ, tel: 01244 676313, email: terry@carlton2.fsnet.co.uk

Alan Goodridge seeks shipmates from Navy service days, between 1957-68 on board HMS Ganges, Belfast, Jaguar and Sheraton. Contact Alan on 023 8089 4093 or email: stylen9@hotmail.com

849A Flight Maintainers (all ratings) 1966-89: Remember Global 437? Did you survive 7E Mess? Ever wondered if Nevis is still alive? If you answered yes to any of these questions, contact The Gastric Master, Steve Knight, re a reunion. Tel: 01234 241465 or email: bogie.knight@btinternet.com

Bunny Warren (HMS Antelope, 1979-82; HMS Norfolk 1977-79) Looking for POGI John Goldsmith. If anyone knows of John's whereabouts, contact jfoxwarren@btinternet.com or mobile: 07774 654583.

John King seeks old oppo who served in HMS Whitby 1965-71. He was an AB Weapons and lived in the after Seams mess deck. Al Barber, Taff Davies, Denny Finch, Caber and Eli Ghani and any others who remember him should contact John at 17, Hillson Close, Marston Moreteyne, Beds MK43 0QN, or email: johnking@wycos.com

HMS Ganges Association (West Wales Division) is up and running, covering from Llanelli to Aberystwyth. If you would like to join or for info, contact Dennis Morgan, 17, Uppercross Rd, Llanelli SA15 1NX, tel: 01554 771701, email: dennis.k.morgan@hotmail.com

Pat Hindley seeks Ian (George) McLeod or George Blakeley, gunners HMS Arethusa

1970-72. Pat left the RN in '87 and now lives at 27, Marten Crescent, Tableview, Cape Town, South Africa, or email: phindley@web.co.za

HMS Hurworth Gulf Deployment 1987: If you served on board from commissioning, rating or officer alike, maybe a reunion could be arranged? Contact LS Carl Scott at 109, St Margarets Rd, Lowestoft NR32 4HT, tel: 01502 562982, email: carl.scott@lineone.net

Nik (Wally) Walpole seeks Darren Wake, Stu (Charlie) Cottage, Brian Edmundson, Jim Coles, Slinger Wood or anyone HMS Hecate 1987-88 or Roebuck 1989-91 and NP 1016, or any of the Hydrographic School who recall him. Contact him at 56, Newdegate Rd, Bedford, Warks CV12 8EF, tel: 02476 733565, email: walpole@btworld.com

Tim (Bert) Weedon is 40 and leaving the mob in April. He would love to hear from old shipmates, Battleaxe, Apollo, Cleo, Active, Cumberland, Chatham, Boxer to name but a few. If anyone remembers him and would like to get together at a party/reunion on April 13 in Guzz, contact him on 01752 290141, email: Timweedon@aol.com

HMS Manchester: Would all crew who were aboard during Pedestal Convoy to Malta in 1942 contact the Secretary, Maurice Broad, 2, Park Farm Rd, Purbrook, Hants PO7 5HN, tel: 023 9226 8696. In August 2002, TekMed propose to search for HMS Manchester, lost on the Convoy.

HMS Avenger, 1983: R.D. Williams (Bungy) - does anyone know his whereabouts? Stephen (Buster) Crabbe's mum would like to get in touch. Stephen and Bungy served together in 2 Delta Mess. Contact Mrs Crabbe on 01364 73624 or email: Crabbebg@aol.com

LSBA Peter Carr, RNH Haslar, RNH Portland 1952-54, would like to hear from anyone who remembers him. Contact him on 0121 444 7885.

HM Submarine Toledo, Malta 1953-55: Dave Coombe would like to hear from anyone who remembers him, especially killik Stoker Taff Nicholls, last heard of in South Wales. Contact Dave at 16, Hands Orchard, Great Comberton, Pershore WR10 3DZ, tel: 01886 710664.

HMS Mercury 1962, Comms 27: It is 40 years since they joined the WRNS. Proposed reunion. Tel/fax: Pauline (Taff) 023 9259 8073 or email: swanvale@btinternet.com

HMS Raleigh: Spencer (Ceefax) Luxford seeks old pals from Cunningham 49 Class of 1996, especially Paul Proctor and Barry Terman. They can contact at 44, Walton Ave, North Chiem, Sutton SM3 9UB, tel: 020 8287 1368, mobile: 07905 748165.

HMS Royal Arthur, Keppel Class,

Calling Old Shipmates

1970-72. Pat left the RN in '87 and now lives at 27, Marten Crescent, Tableview, Cape Town, South Africa, or email: phindley@web.co.za

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Royal Naval Association

**Donations
amount to
£5,000**

Pembroke House wing honours RNA

DURING the past year the Southend-on-Sea branch donated £5,000 to various charities, raising £2,000 during their annual street collection alone.

Led by the Air Force Cadet band, 200 shipmates displaying 28 standards took part in the annual Pearl Harbour Remembrance Service and parade.

The occasion was attended by the Association's President, Vice Admiral John McAnally, Capt M. Crochet of the United States Navy, Lt Col Ron Bernal United States Marine Corps, the Marine Attache to the US Embassy and Commanding Officer of the US 100 Air Refuelling Wing, the Mayor of Southend-on-Sea, Cllr Howard Briggs, and other dignitaries.

The Southend-on-Sea branch headquarters is at 73-79 East Street, telephone (01702) 612255 (Branch office) or (01702) 465052 (club office).

THE ROYAL Naval Association, with its appeal to branches, has raised the sum of £42,276 towards the refit of Pembroke House.

The presentation of this donation was made at Pembroke House, in Gillingham, Kent, by the President of the RNA, Vice Admiral John McAnally.

Rear Admiral Tony Norman, President of the Royal Naval Benevolent Trust (RNB), received the donation on behalf of the home.

A wing of Pembroke House has now been named the Royal Naval Association Wing in recognition of this donation, and of the Association's long-standing support of the establishment.

After the presentation of the cheque, Admiral McAnally toured

the home and met some of the residents.

In recent years the RNA has donated £145,000 to the House, and three branches have rooms named after them – those at Dartford, Newbury and Peterborough.

A fourth room is named after No 4 Area RNA.

The RNA also presented the home with its current minibus.

Pembroke House is a residential nursing and care home for more than 50 former sailors, Royal Marines, their wives and widows, situated two miles from Chatham Historic Dockyard.

Run by the RNB, it maintains strong links with ex-Service organisations.

The home recently underwent a £2.5 million extension and refurbishment project.



● (Above) Admiral Norman (front left), President of the RNB, receives the cheque from RNA President Admiral McAnally. Standing by the door are Mick Withington, Isle of Sheppey RNA standard bearer (left) and Chatham RNA standard bearer Don Ritchie.

● (Left) Admiral McAnally and Admiral Norman enjoy the view from Pembroke House in Kent.

Peer calls for action on health issues

FORMER Minister for the Disabled Lord Morris has called for action over health issues which directly affect Servicemen and women.

Speaking in Washington DC, Lord Morris said: "Troops currently on active service must not be exposed to the same dangers as encountered by many of those who served in the Gulf War."

Among the concerns listed by the peer were post-traumatic stress, multiple vaccinations and oil pollution from burning oil wells.

Lord Morris called for urgent action by the UK Government: "None of us at Westminster, least of all British ministers - any more than anyone in Congress or executive government in the United States - wants to see the afflicted and bereaved of the Gulf conflict made to suffer added strain and hurtful, demeaning indignities that preventable delay in dealing with their concerns can impose."

The peer was speaking on behalf of the British Inter-Parliamentary Gulf War Group, and it is the first time the group, which includes MPs from all parties, medical specialists, researchers and legal experts, has addressed an American audience.

Lord Morris added that there were "important questions about the protection of troops who are now engaged in the 'War against Terrorism' facing an adversary President Bush says is known to be seeking chemical, biological and nuclear weapons."

The British Inter-Parliamentary Gulf War Group was established by the Royal British Legion in 1994 to focus attention on the problems and needs of veterans with Gulf War-related illnesses and dependants of those who served in the Gulf but have since died.

Celebrations are planned

TO MARK the Queen's Golden Jubilee and the 20th Anniversary of the Falklands, the Cleethorpes branch - in conjunction with Grimsby - plans to hold a short service and parade on June 2, followed by a gala celebration.

As the programme is being planned it would be helpful if those keen to attend would inform S/M Mike Altoft on 01472 317742, or write to him c/o RNA HQ, 4, Alexandra Road, Cleethorpes, as soon as possible.

The branch would like to hear from any Service personnel or civilians involved, including REAs and commercial ships.

Harare keep the flag flying in tough times

AS THE outcome of the presidential election in Zimbabwe is keenly awaited, news from the Harare branch is that they have not lowered the flag or batted down the hatches, despite the climate of unrest in the country.

According to branch secretary S/M Noreen Potter, members

continue to meet monthly and though they are feeling the pinch, due to the rapid decline in the Zimbabwe dollar, they are keeping their spirits up.

Undaunted by the downturn in the economy, they got together for a Trafalgar Night celebration, hosted by S/M Iris Gough in her home.

If it was modest in compari-

son with past occasions, it was most enjoyable - especially the braai, provided by S/M Brian Evans.

Soaring prices and shortages did not stop the branch organising a Christmas lunch, if a very inexpensive one.

The wine was provided thanks to a generous donation from the British High Commission.

And, even better, they managed to hold a Christmas draw.

While local firms were unable to be as generous as in the past with donations of prizes, the matter was resolved in-house.

Members dug deep in their pockets and provided sufficient prizes for the raffle, including a 'liquor hamper', though the cost was too high to include a bottle of Scotch.

Shipmates in this country who have experienced similar difficulties will appreciate the spirit behind the effort members of Harare branch are making to keep the ship afloat.

Far from giving up the ghost they are, writes S/M Potter, "continuing to hope and pray that Zimbabwe will return to a prosperous and vibrant country."

And here's hoping that it will.

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Rewarding years

THE COMRADESHIP the RNA offers serving and ex-serving personnel is aptly summed up in the following letter from Capt Mike O'Reilly (retd), outgoing president of the Southampton branch.

"My involvement goes back to 1992, when I was Guest of Honour at Trafalgar Night in HMS Wessex," writes Capt O'Reilly.

"I became president shortly afterwards.

"Since then our monthly meetings have all been enjoyable with a fine group of shipmates, with much leg-pulling centred generally around the inevitable raffle.

"Trafalgar Night dinners have been held in a variety of venues, including a converted dredger, and we have enjoyed superb relationships with HMS Southampton and Southampton Sea Cadets.

"The various members of the committee have worked hard to keep the Association on a steady course, guests have always been made very welcome, and welfare has been high on the agenda.

"I shall miss the friendship and the fun. I am very grateful for nine rewarding years spent in such excellent company."

Royal Naval Association



● Action from the Hanworth branch Sods Opera.

Talented branch members keep opera buffs happy

MEMBERS of Hanworth branch do not hide their talents under a bushel.

To raise funds for charity, they staged a Sods Opera, providing their own costumes and props, which played for two nights, supported on each occasion by 200 shipmates and friends.

The entertainment raised £1,114 for Cystic Fibrosis and the Shooting Star Trust, a children's hospice appeal.

A repeat performance is planned to take place in the Linden Centre, in Hampton - details from S/M Brenda White, tel 020 8570 7702.

The popular Burns Night, held in the clubhouse, was enjoyed by 140 members and guests.

Mr T. Wilson piped the Haggis aboard and Mr Ron Syme made the address, the evening ending with dancing to the Pete Charles Sound.

The occasion raised £200 for the children's hospice appeal.

The club provides live entertainment, free food and drinks at club prices every Saturday night and a warm welcome.

Those keen to enjoy a good night out should contact S/M Alec Clements, tel 01895 238760, in advance.

PRO thanked for his efforts

THE PUBLIC Relations Officer of Gloucester branch, George Ferney, has retired, and his replacement is Wendy McKinnon.

Wendy's telephone number is 01453 547495.

The committee has expressed its thanks to George for his unremitting efforts on the branch's behalf, and to thank him for all the years

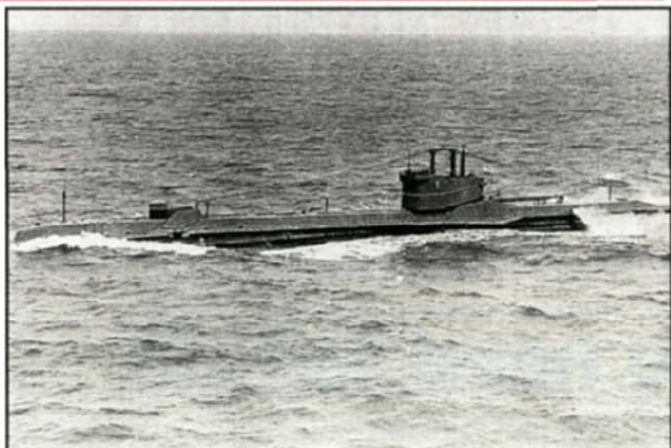
he has done behind the bar.

Branch chairman Stan Joiner has stood down in order to become the Rep to Area - a position which has not been filled for some time.

Darren Brown was voted into the chair in Stan's place.

The club had a belated Burns Night, which was enlivened by Piper Russell McKinnon.

£50 PRIZE PUZZLE



The mystery ship in the January edition was HMS Loch Fyne.

The winner of the £50 prize for identifying her was Mr D. Trigger, of Tavistock in Devon.

This month's mystery vessel is pictured in the 1950s. What is the name of this submarine?

The correct answer wins another £50.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is April 12, 2002. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our May edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 85

Name

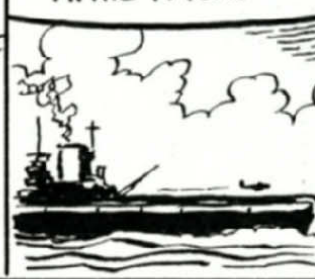
Address

My answer

Naval Quirks



WHICH REMINDS ME OF THE USS 'WASP' WHICH FLEW IN SPITFIRES TO BESIEGE MALTA IN APRIL 1942...



..WHEN, A MONTH LATER, SHE FLEW IN A SECOND MUCH NEEDED BATCH, CHURCHILL SIGNALLLED HER: "WHO SAID A WASP COULDN'T STING TWICE?"



OH DEAR... I FANCY HISTORY IS ABOUT TO REPEAT ITSELF.



Bad weather fails to cool Burns Night

DESPITE awful weather there was a full house for the Burns Night Supper, organised by the Burgess Hill branch and attended by Commodore Laurie Brokenshire, branch president, and his wife Ethel.

As Commodore Brokenshire is now based at HMS Raleigh and an infrequent visitor, a great welcome awaited him.

With great splendour and ceremony the Haggis was piped to the table.

Served with tatties and neeps it was duly dispatched, after which a clan

of guests from north of the border led the dancing - Scottish, of course.

Six standards

SIX standards were paraded at the Cwbran branch annual Remembrance Service, conducted by the Rev Malcolm Ainscough, which was held in the Missions to Seafarers in Newport.

The Lessons were read by S/M Mervyn Hodge, chairman of No 7 Area, and S/M Lt Cdr Frank Spendlow (SCC), the branch president.

The occasion was attended by members of Lyden and Newport branches and the Merchant Navy Association.

Initiative aims to reclaim tax

A PAINLESS way to ensure a steady flow of cash to HQ for those who pay tax is being highlighted in a new campaign. The Gift Aid Declaration Scheme is a far simpler method of recovering money from the taxman

than the scheme it replace, which meant covenanting over a fixed period and having to renew the covenant when the period expired. Gift Aid is a one-off declaration, requiring no renewal, and valid as long as a donor pays tax.

All 447 UK branch secretaries are being sent the required forms, which are easy to complete.

All that is required is the deletion of two sentences and a signature.

On completion, the forms are kept in HQ and each year the free money is recovered from the taxman.

However, the change of scheme from covenanting to Gift Aid has resulted in a loss of momentum for the Association.

At one stage, the RNA amassed the paperwork for more than 4,000 four-year covenants, gathering a tidy sum from the taxman which helped keep subscriptions at £6 a year since 1995.

But with the introduction of the new system, the number of Gift Aid declarations from a membership of 34,500 now stands at a modest 1,320 - which represents a considerable loss of free income.

Now, with the distribution of forms, branch secretaries are being encouraged to dish out copies to members in the hope of achieving higher levels of uptake to those under covenanting.

Rum ration raises £150

A GREAT night out was the verdict on the Redruth and Camborne branch annual dinner dance, enjoyed by 100 shipmates and guests, including friends from RNAS Cudrose.

A raffle distributed an almost equal share of prizes for members and visitors.

A bottle of Pusser's, provided

by the Cudrose WOs and CPOs Mess, was auctioned during the evening, raising £150 for the local Sea Cadet Training Ship Shakari.

The branch meets on the third Wednesday at 8pm in the upstairs lounge of the Royal British Legion and welcomes ex-serving and serving Naval personnel.

Social evening planned at Nelson

AREA Number 3 is holding a social evening at the Senior Rates Mess at HMS Nelson on May 11.

There will be music, a quiz and raffle and a finger buffet, with tickets costing £6.

The National Standard Bearer's trophies will be presented by RNA President Vice Admiral McAnally

at the event, following the competition at HMS Temeraire that day.

Tickets by SAE to the Area Secretary, Peter Reed, at 165, Surrenden Road, Brighton BN1 6NN, tel 01243 503953, by April 19. Car registration numbers and names of occupants must be stated in advance.

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Heralding the anniversary, Managing Director Al Voice said: "This is a huge milestone for us."

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NoticeBoard

THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the March headlines of past decades...

40 years ago

As HMS Ambush arrived in Karachi, the men on board the submarine had only one thing on their minds – cricket!

Would some of the boat's company be able to watch the second day of the final Test Match between England and Pakistan?

Much to their delight, the captain of the touring cricketers, Ted Dexter, was only too pleased to arrange seats. The crewmembers were taken to the very best seats in the players' enclosure, and had a chance to meet with the cricketers throughout the day. They also got to see Ted Dexter score his first double-century in world-class cricket.

The submariners invited the sportsmen back to see life on board a Royal Navy boat, and despite a hectic schedule of official engagements, on the next rest day the crew of HMS Ambush hosted a bevy of English cricketers.

30 years ago

The band of the Seventh Duke of Edinburgh's Own Gurkha Rifles were out in style to welcome home 'their ship' – HMS Gurkha, which returned home to Portsmouth after an eight-month tour of the East.

The ship's journey had provided stop-offs at exotic locations such as Mauritius, St Helena and Mombasa.

Events took a dramatic turn while HMS Gurkha was in a maintenance period at Singapore. As conflict flared between India and Pakistan, the order came to steam in just 12 hours, and the Royal Navy ship stood by in the Bay of Bengal ready to evacuate British nationals.



● HMS Ambush and her cricket-mad crew.

20 years ago

Confirmation came that HMS Invincible was to be sold on to the Australian Navy in late 1983, despite protests in Britain and Australia.

The plan was to keep the older carrier HMS Hermes operational until both Illustrious and Ark Royal joined the Fleet.

Speculation concerned the fate of the two assault ships Intrepid and Fearless, and the possibility they 'might run on longer than was intended'.

And under a headline: 'No to Endurance', despite strong pleas for retention, the Government had decided that the ice patrol ship's current Antarctic season was to be her last.

Farewell march by Beagle crew

IN A LAST farewell to the people of Newton Abbot, the ship's company of HMS Beagle marched through their affiliated town's streets in mid February.

The 34-year-old coastal survey vessel had formally come out of service at a ceremony at Devonport a week earlier.

Among the groups marching with the 37 members of the Beagle's company was Jan Spray, Vice Chairman of the Survey Ships Association.

Jan was the Master-at-Arms on the ocean survey vessel HMS Hydra during the Falklands conflict.

He said: "I was invited to take part on behalf of the Survey Ships Association."

"It was a magical experience as we marched along. I was quite choked."

Lt Cdr Derek Turner, HMS Beagle's Commanding Officer, said: "We have always enjoyed a warm welcome from the people of Newton Abbot

and today was no exception.

"All those who have served on HMS Beagle take with them fond memories of visits to the town."

"It's a great honour to march through the town centre to mark the decommissioning of the ship."

In the crowds lining the route were excited schoolchildren who had been talking about Beagle's affiliation that morning in class, and still took pride in the link.

The Band of the Royal Marines Dartmouth led the parade as the ship's company marched through the town centre accompanied by platoons from the RNA, the Royal Marine Association and Royal British Legion, with members of the Merchant Navy and the Royal Tank Associations.



● Members of the ship's company of HMS Beagle in Newton Abbot.

Picture: LA Phot Susan Rose

Deaths

Rear Admiral Philip 'Percy' Gick DSC and Bar. Served 1931-64. Flow Swordfish in WWII. Attacked the Bismarck. The only naval officer to be fined for speeding in the Suez canal. Ships and establishments include: Nelson, Godetia, Lupin, Furious, Courageous, Ark Royal, Victorious, Vengeance, Daring, Bulwark, RNAS Lissimouth, and appointed Flag Officer Naval Flying Training, aged 88, January 16.

Rear Admiral Edward Ellis. Served as secretary to Admiral of the Fleet Sir Varyl Begg for 5½ years, while Begg was C-in-C Far East. C-in-C Portsmouth and TSL. Retired in 1974 after final tour as Admiral President of the Royal Naval College Greenwich. Aged 83, January 13.

Capt Michael Lumby DSO, DSC. Wartime submarine captain. As CO of Saracen in 1942 sank two enemy submarines, one German, one Italian. Captured in 1943, PoW at a Marlag and Milag camp at Transtred, near Bremen. Ships include: Sturgeon, Tribune, L23, Saracen, Vanguard, Bermuda, Belfast, Apollo and Maidstone. CO of Admiralty Underwater Weapons Research Establishment and 3rd Submarine Squadron. Aged 84, December 7.

Cdr J. M. B. Walkey. Commanding Officer in HMS Cassandra from 1962-63. HMS Cassandra Association. Served: Newfoundland, Jutland, Decoy, Gambia, Cassandra, Mercury 11, President, Heron and Excellent. Aged 75, January 8.

Cdr Jim Moore, ex-pilot in Fleet Air Arm. Responsible for leading the raids upon Torrey Canyon after she foundered off the Cornish coast. January.

Anthony Hogg. Served 1925-56. Served in an aircraft carrier, a cruiser, a destroyer,

two minesweepers, including Whitshed, Grafton and Black Prince, as well as a Naval barracks and representing RN at rugby. Retired as Lt Cdr and went on to be a successful wine merchant and writer. Aged 89.

Ken Fasham, ex Able Seaman. Russian Convoy veteran. HMS Opportune Association.

Reginald W. May. Algerines Association. Bramble, November 11.

Raymond H. Jones. Algerines Association. Cockatrice, November 27.

Ian D. Briggs. Algerines Association. Tanganyika, December 7.

R. B. F. Elliott. Algerines Association. Rifleman, Clinton, December 15.

G. D. Stuart, BEM (Sailmaker). Served 1955-67. Aged 63, January 8.

E. R. Bromige, ex AB ST. Served in HMS Caprice and others. Sixth Destroyer Flotilla Association 1944-46. Aged 85, May 12.

P. Hornby, ex Supply Assistant (Jack Dusty). Served in HMS Caesar. Sixth Destroyer Flotilla Association 1944-46. Aged 74, December 18.

J. Mulvey, ex Leading Seaman, QR2. Served in HMS Cassandra, Sixth Destroyer Flotilla Association 1944-46. Age believed 80, January.

Lt Cdr Sydney Wakeham. Served in Centaur, Hart, St James, Malta, Mauritius, Northwood, MOD, Mt Wise, Forest Moor, CO of Insp. Anson Div. 1944 Figgard. Aged 72.

Peter Gunn, ex CPO. Served in many ships and shore establishments. Particularly worked on the Sultan Steamer. After leaving RN, joined Vickers. Aged 57.

Lt Cdr Geoffrey W. M. Thompson. Fleet Air Arm Observer. Ships and establishments include: Bulwark, Albion, Fearless, Cudrose,

Brawdy, Portland, Old Sarum and Northwood. December 21.

Ronald Segal, ex AB. Served in HMS London, 1941-46.

Percy Edwards. Served in HMS Birmingham, HMS Redpole. HMS Bruce Association, January 12.

Stephen Blomley, ex Able Seaman. Served in 1967-74. Ships include HMS Niald, HMY Britannia. Aged 51, January 12.

R. H. E. 'Robbie' Carden, ex CERA. Served 1951-76. Ships include: Figgard, Caledonia, Ocean, Enterprise, Puma, Bulwark, Salisbury. Old Caledonia Artillery Apprentices Assn. Aged 67, January 14.

Ken 'Giggy' Woodford. Served in Malta and Russian convoys, ships included Ashanti and Mashona. January 11.

Robert 'Bob' Theobald, ex signaller. Served WWII, 1941-46. Ships include Victory, Collingwood, Drake, Newcastle, Dauntless, Euphrates, Europa. Aged 78, January 7.

Richard 'Rich' Blackie, ex Radar Operator. Served in HMS Consort 1946-47. December 14.

William 'Bill' Ainley. Served in HMS Ajax 1940-43 and took part in Mediterranean campaigns. Also served in HMS Victorious. Aged 79, November 24.

Jack Kirk. Served in HMS Ajax 1940-41. Aged 81, November 1.

Tony Poole. HMS Sparrow Association. January 18.

Keith Burton, ex CPOMA. Served 1952-84 in ships and establishments: RNH Chatham, Drake, Eagle, Highflyer, Verulam, Simbang, RNH Plymouth, FOST Osprey. Aged 69, January 18.

Raymond 'Robbie' Robinson RM, ex Musician. Served 1936-48. Ships include: Furious, Glasgow. Aged 78, January 28.

Harold Love, ex Chief ERA. Served the RN 42 years: RN, 1937-58; instructor, RNC Dartmouth 1958-78. Ships include: Foresight, Neptune, Furious, 'The Bootle', Cavendish, Barbastel, Unicorn, Cumberland. Aged 83, January 28.

Alan 'Max' Faulkner, ex FCEL (Air). Served 1951-76. Ships include: Ariel, Peregrine, Seahawk, Heron, Sanderling, Fulmar, Triumph, Victorious, Ark Royal 800, Eagle 800, RAF Nicosia 847, RAF Honington and RAF Lissimouth 849. Aged 68, January 30.

Laurence 'Laurie' Castagnola, ex Submarine. Boats include: H26, Oberon and Tantiy. Served 1942-46. London Branch of Submariners Association, December.

Hedley 'Ted' Charles Woodley, ex Submarine. CPO Coxswain. Served 1936-51. Boats include: Shark, Severn, Salmon, Sealion, Tribune, Seawolf, Tapir, Anchorage and U3017. London and Southampton Branch of Submariners Association, January.

Edward 'Ted' Sydney Brown, ex Chief Aircraft Artificer. Served 1940-68. Aged 77, November.

Tom Bovingdon, RM. HMS Penelope Association, 1942-44.

Albert Orman, ex Able Seaman. HMS Penelope Association, 1939-44.

Lawrence 'Nobby' Clarke, ex Leading Seaman. Served 1952-65. Ships include: Burghard Bay, St Brides Bay, Gambia, URSA, Salisbury. National Malaya and Borneo Veterans Association. Aged 66, January 6.

Richie Williams, ex Lt/Tel. HMS Cheviot Association, January.

Anthony Fowler, ex Leading Stoker Mechanic. Served 1945-52, ships include HMS Glasgow of which he was very proud. Aged 72, February 2.

Lt Cdr B. C. Hutchinson. Consort Association. Served in Consort 1946-49, Yangtze incident.

Sam Coley. Consort Association. Served in Consort 1946-49, Yangtze incident.

John Brierley. Consort Association. Served in Consort 1946-49, Yangtze incident.

Gordon Backhouse. Consort Association. PO Tel, served in Consort 1953-55. Also Devonshire, Eagle, Cockade.

Trevor Godard. Consort Association. Ldg Pair, served in Consort 1949-51. Also KGV, Mendip, Roebuck.

Michael Penman. Consort Association. LSM, served in Consort 1952-54. Also

Newfoundland, Indefatigable, Illustrious, Jupiter.

Len Phillips. Consort Association. LSM, served in Consort 1952-54. Also Howe, Cleopatra, Oakham Castle. All England Biscuit Pistol Champion.

Harold Woods, Leading Steward. Served 1940-46 aboard LCTs and LSTs '198', also Noreen, Tyrian, Pembroke and Rooke. Normandy veteran. Aged 82, January 7.

Harold 'Shinner' Charles Albert Wright, ex Colour Sergeant RM. Served 1937-50, at Deal, Chatham. Saw action on D Day and also in Burma. Aged 81, January 23.

Jan Brimblecombe, ex Chippy. RN Shipwright and Artisan Association, Association of Royal Yachtsmen, Holbrook Old Boys. Served in Britannia, Centaur, Bulwark, Hermes, Phoenix, Excellent. February 7.

George Robert 'Bob' Eaton, ex CRE. Served 1943-68. Ships include Ocean, Zephyr, Highflyer, Albion, Bulwark and Londonderry. Aged 76, February 10.

ASSOCIATION OF RN OFFICERS

Cdr J. S. W. Bath. Served: Cayton, Forth, Newfoundland, Maidstone, Dolphin and HM Submarines Elin, Blyth, Tantiy, Tactician, Turpin, Tally Ho!, Alderney, Seneschal and Polaris.

Lt Cdr P. R. Bishop RNVR. Served: Sparrowhawk, Pursuer and Lothian.

Lt Cdr F. W. P. Bourne DSC RNVR. Served: Mantis.

Lt Cdr L. F. Clark. Served: Frobisher, Osborn, Whitesand Bay, Campania, Acute, Ulster, Daedalus and Victory.

Capt R. J. B. Constant. Served: Belfast, Diana, Hochelaga, Bulwark, Niald, Caledonia, Ark Royal, Defiance, Cochrane, Seahawk, Drake and Warrior.

Cdr J. I. Ferrier. Served: Ajax, President, Maidstone, Drake and Excellent.

Lt Cdr M. Golding. Served: Bermuda, Dinosaur, Berry Head, Duke of York, Penguin, Sultan.

Lt Cdr A. L. S. Hogg. Served: Harrier, Vernon, Whitesand, Black Prince and Birmingham.

Lt Cdr J. Homersham-Golds. Served: Southdown, Contest, Flamingo, Newfoundland, Victorious, President, Saker and Dryad.

Lt G. W. Jensen RNVR. Served: Copra.

Lt Cdr L. A. Jeyes. Served: Implacable, Centaur, Seahawk, Dryad and Naval Air Squadrons 813, 890 and 891.

Lt Cdr E. R. A. Johnson. Served: Gannet, Indomitable, Bulwark and Heron.

Lt Cdr J. Kane. Served: Valiant, Uganda, Zodiac, Zephyr, Mercury, Falcon and Flamingo.

Cdr H. S. May. Served: Tigris, Tuna, Sea Rover and Paladin.

Lt Cdr J. McMillan. Served: Zulu, Orion, Bermuda, Actaeon, Afrikander, Solebay, Leeds Castle, Abbotsinch, Phoenix and Ark Royal.

Rear Admiral W. T. C. Ridley. Served: Exeter, Firedrake, Lanka, President, Ark Royal and Victory.

Cdr R. C. Selman. Served: Lamerton, Hartland Point, Ausonia, Pembroke, Raleigh, Tamar and Neptune.

Lt E. Shearsby. Served: Turquoise and Cochrane.

Lt Cdr W. Tegg. Served: Solebay, Sanderling, Ranpara, Excellent and Dryad.

Sub Lt A. H. Terry DSM. Served: St Angelo and Collingwood.

Lt C. I. Tighe RNVR. Served: President.

ROYAL NAVAL ASSOCIATION

Frank Pennington. Thurrock. December 27.

Ronald Rose. Thurrock. January.

D. Lloyd, ex L/Sea. Deane Valley and Mexboro. President Deane Valley. DSM, Black Swan Association and staunch RBL member. Aged 80, December 11.

George Brown. Borehamwood. Served in HMS Liverpool. Aged 73, December 29.

Thomas Thatcher, ex Able Seaman. Leithworth and Hitchin. Served from 1943 in Atlantic, Pacific and Far East in HMS Valiant and mostly in HMS Ruler. "A true Welshman." Aged 77, December 23.

Geoffrey Needham. Scarborough. Served in Eighth Destroyer Squadron. Aged 67, December 16.

W. J. Farley, ex Leading Stoker. Served 1939-47. Ships include Dragonfly, Japanese PoW. Life member, past president, life vice president, chairman, vice-chairman, standard bearer, branch delegate Kidderminster. The Burma Star Association. Aged 83.

R. M. Andrews, ex Able Seaman. Kidderminster. Served 1946-54. Aged 76.

G. Wainwright. Wythenshawe. Ships include Frobisher, Suffolk, Bluebell, Armed Merchant Cruiser.

R. Commander. Associate member, Wythenshawe.

E. Wallace. Associate member, Wythenshawe.

John Henry O'Neill, ex PO. Cromer and formerly Wyndham. Served 1918-33 and 1939-45. Ships include Centaur, Vivid, Dauntless, Rodney, Victorious. Aged 99, January 18.

J. W. 'Jack' Davies. Secretary, Bromley. Served 1941-46 in Coastal Forces in WWII on MGB 320 and later in MGB 611, also served in Korea in HMS Swiftsure. Wrote a book entitled: 'Jack – The Sailor with the Navy Blue Eyes'. Coastal Forces Veterans Association. Aged 79, December 31.

Harry Sidney Cheshire. Harlow. Served in HMS Victorious during WWII as a Stoker. December 15.

Ernest Brooks. Bury. Served 1941-47 as PO Writer. Ships include Queen Elizabeth, Campania, Waxwing, Goshawk, Sparrowhawk. Aged 87, January.

Richard 'Richie' Williams, ex Lt/Tel. Uxbridge. Served 1941-49. Ships include Ganges, Chewit and Sheffield.

G. W. 'Bill' Smith, ex L/5 Minesweepers. Tyne. Last ship: Maidstone. Served 1962-73. No. 11 Area Committee member, and past vice chairman. Aged 55, January 24.

C. J. 'Colin' Carr. Tyne. Writer, served 1956-58. Aged 67, January 5.

Bill Campbell. Skelmersdale. January 21.

Vic Jobber, ex A/RPO. Life member, Runcorn. Ships include Rodney, Forsyth, Repulse and Renown. Served 14 years. Aged 81, January 23.

Bob Fox. Paddock Wood. Joined 1938 at HMS Ganges. Ships include: Resource, Barham, Duchess, Curacao, Orwell (Battle of Barents Sea), Widemouth Bay, Alert (Korean War) and Reward.

Ronald George Doughty, ex RNVR and T124X. Nuneham. Aged 77, January 31.

Roy Jeffries, ex CPO (OAS). Wansbeck, founder and life member, previous chairman and vice president. Served throughout the war in Eastern Mediterranean, Suez Canal and UK Coastal Forces.

William 'Bill' Welch. Shipwright 2 Class. Perth (Western Australia). Arctic Veterans Association of Western Australia, veteran of 11 Russian convoys. January 12.

Kenneth F. Carter. Harwich, treasurer. Served in Barle as A/Yeoman Signals, also in Ledbury, Canopus, Fleetwood and LST 35.

LCH Burns. Contact and draft: HMS St Albans, not deploying until 2003. Will swap for: any Devonport ship, deploying or not.

LST Stubbs. Contact and draft: HMS St Albans, not deploying until 2003. Will swap for: any ship deploying.

CH Truesdale. Contact and draft: HMS Liverpool, 07811 404 683. Will swap for: any ship going on a long deployment.

WCH Cox. Contact: 671 Mess, BFPO 212. Draft: HMS Ark Royal. Will swap for: any Portsmouth ship deploying or not.

LOM(C) Bradley. Contact: HMS Collingwood, Ingfield Block. Draft: HMS Exeter, July 02. Will swap for: any Plymouth ship, deploying or not.

LOM (AWT) Abrams. Contact and draft: 3P Mess, HMS Nottingham, deploying end of March for 8 months. Will swap for: any Type 42 not deploying.

LWTR David Price. Contact: UPO SCU, 93825 2484. Draft: HMS Illustrious, 4 Jun 02 – refit. Will swap for: preference – any carrier deploying; all other enquiries considered.

Swop drafts

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Appointments

Surgeon Captain J. J. W. Sykes to Royal Defence Medical College, Blockhouse, on 22 Jan 02 as Commandant and Dean and to assume the rank of Surgeon Commodore.

Cdr P. N. Lambourn as Commander 2nd Mine Countermeasures Squadron on 7 May 02.

Cdr I. T. Roberts to HMS Triumph as CO on 12 Feb 02.

Lt Cdr J. S. Bark to HMS Sceptre as CO on 20 Dec 01.

Lt J. A. Herriman to Fleet Diving Unit 3, HMS Excellent, as Officer in Charge on 14 May 02.

Lt M. T. J. Jarrett to HMS Biter as CO on 1 Aug 00.

Col J. S. Mason to Commando Logistics Regiment RM as CO on 13 Mar 02.

Lt Cdr T. I. Chrishop to HMS Dumbarton Castle as CO on 8 Apr 02.

Lt Cdr P. D. Craig to HMS Bridport as CO on 28 May 02.

Lt Cdr T. J. Lewis to HMS Walney as CO on 7 Dec 02.

Maj P. F. Watson to Royal Marines Band Portsmouth as Director of Music on 28 Jun 02.

Lt S. G. Capes to HMS Dulverton as CO on 23 May 02.

Capt J. A. Kelly to Royal Marines Band Scotland as Director of Music on 14 Jun 02.

Cdr S. P. Hardern to HMS Kent as CO on 1 May 01.

Rev B. K. Hammett QBC to be Director General Naval Chap

Education



Explore the World at Action Stations

ACTION Stations is saying: "Welcome to the World Wide Web!"

The Millennium attraction at Portsmouth historic dockyard goes on-line this month with the opening of the ultra-modern *Navy News Cyber Deck* by the Second Sea Lord, Vice Admiral Sir Peter Spencer.

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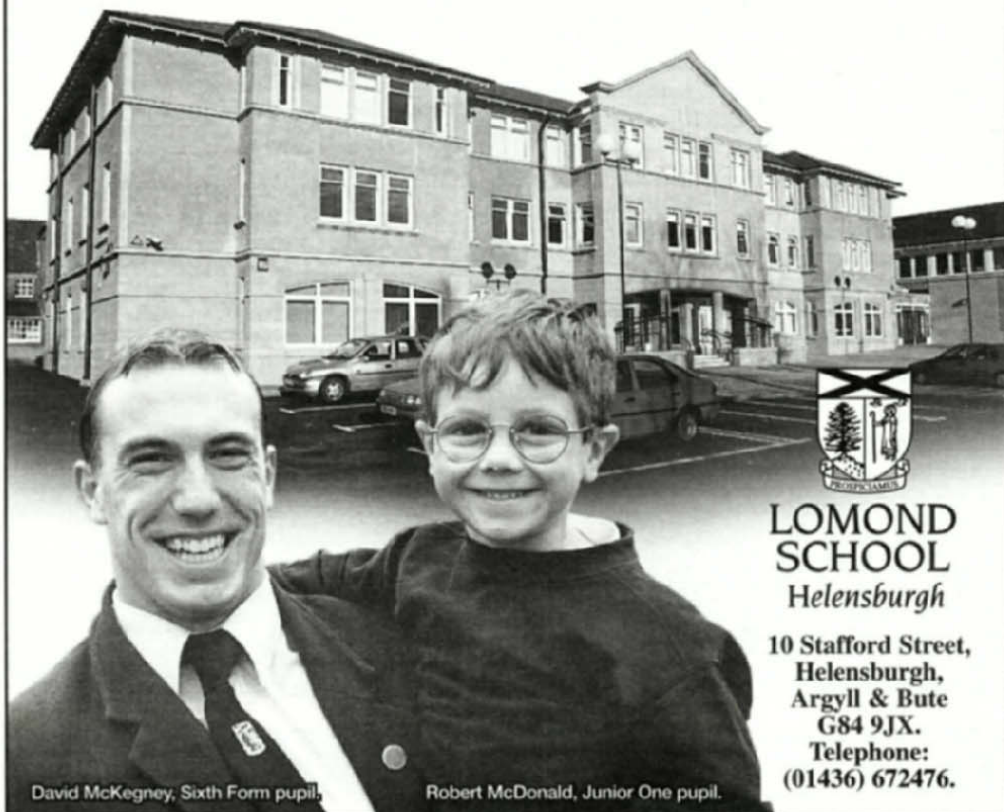
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Sea Cadets

Ocean's apart from school for lucky 15

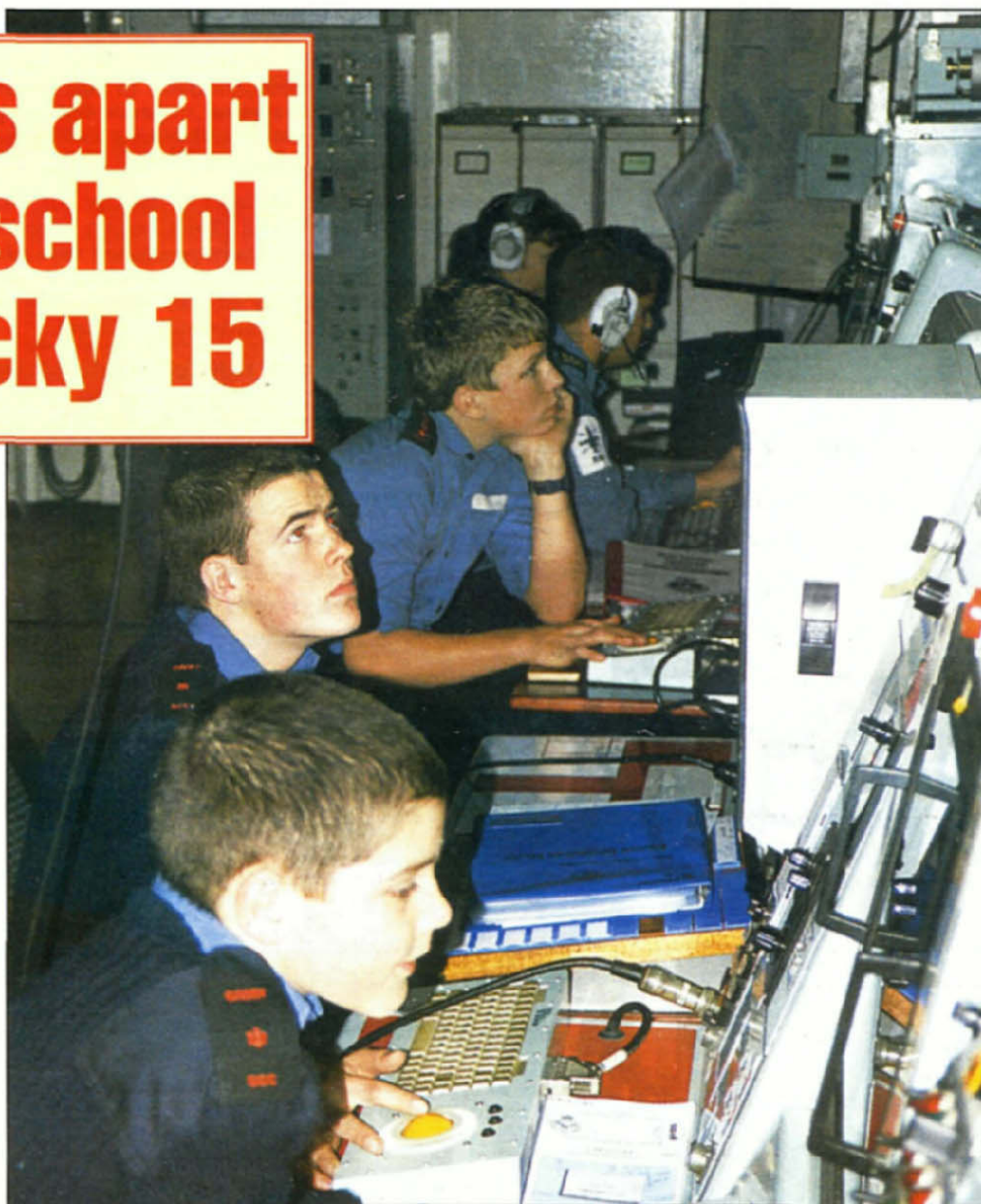
BEFORE leaving for her current deployment in the Gulf HMS Ocean found time to host a party of 15 cadets from Huddersfield Unit.

As reported in January, TS Highburton had earlier been flown out to join the helicopter carrier off Gibraltar for the last leg of her voyage back for a period of maintenance at Devonport.

Ashore, they were able to climb to the top of the Rock – and also visit the underground tunnels and fortifications.

The cadets were later asked by their schools to give talks about the visit.

● Seen here keeping a close eye on developments are Cadets John and Martin Hayes and Christopher Speight.



First aid training was his father's lifesaver

FIRST aid skills learned at Sheppey Unit let AB Christopher Crimes save his father's life.

The TS Kent cadet – who has since joined the RN – knew exactly what to do when he found his father Nicholas choking to death at their Queenborough home.

Nicholas had swallowed his tongue and was unable to breathe.

Helped by his mother Sarah, Christopher slapped him smartly on the back until his breath returned, then laid him in the recovery position, making sure his airway was clear – his mouth was full of blood where he had bitten into his tongue.

Mrs Crimes later told her local paper, the *Sheerness Times Guardian*: "Chris stayed absolutely calm and was working on him all the time while I called the ambulance. He was following all the correct procedures he had learned on first aid courses."

"He's been a cadet since he was 11-years old. It's been the making of him."

Recovering in Medway Maritime Hospital, Nicholas Crimes said: "They tell me I was out of it for at least 15 minutes. I'm just glad that Chris was around and that he knew what to do."

TS Kent's Unit President David Brown told *Navy News*: "Many local people have contacted me to comment on the article in the paper, which I think is an excellent endorsement of the training a cadet receives in the Sea Cadet Corps."

Legion band asks for aid

CHELTHENHAM unit is appealing for 'redundant' instruments to revitalise its band as TS Legion approaches its 65th birthday.

Management Committee spokesman Steve Smith told *Navy News* it once paraded a band 30-strong.

"When the unit numbers diminished, the instruments were purloined by others, but now we have a large membership again (including RM and juniors) we are faced with the need to retrieve, beg and borrow anything that is not needed by other SCC units, volunteer bands and the like."

"Fund raising for this exercise is restricted as we are just going into the new unit mode and all funds will be channelled into bricks and mortar."

Contact Steve Smith at 31 Farriers End, Quedgeley, Gloucester GL2 4WA.

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Great going Dutch

THE Dutch Navy put on an action packed programme when the Milton Keynes unit TS Invincible was invited to spend a week with them at their Amsterdam base.

A visit to Den Helder was laid on, including a tour round in a fleet tender and a day at sea.

Host Capt Van Beek was presented with a plaque and a first edition stamped cover from Bletchley Park where TS Invincible is stationed.

● Capt Van Beek with TS Invincible's party in Amsterdam.



Sea Cadets



NOW in its fifth year, the Royalist Regatta was established to raise funds for Sea Cadet training – and last year netted over £36,000.

Lightweight airs, heavy-weight fun and more than a sprinkling of competitiveness is the winning formula.

Identical yachts are used – and this year they will be Reflex 38 boats which should once again make for some exciting racing on the Solent.

The Regatta is run over one and a half days on May 14-15 and a donation of £5,000 per yacht is required.

It begins with sailing practice with informal races run by the Royal Thames Yacht Club, followed by a champagne reception at HMS Excellent, Portsmouth and the Regatta Dinner in the Wardroom Mess.

Next day breakfast in the Sailing Centre precedes a race briefing and racing in the Solent for the Silver Shipwrights Trophy and various other prizes, ending with prizegiving and buffet back at the Sailing Centre.

Arrangements can be made for watching the race, if you do not wish to take part, which will also include the formal dinner with breakfast, lunch on board and afternoon buffet on the race Day – £300 per head.

Since the inception of the Regatta, the prizes have been presented by the Duke of York (Admiral of the Sea Cadet Corps), Sir Robin Knox-Johnston and the Lord Lieutenant of Hampshire, Mrs Mary Fagan.

☐ Tel Janet Picton on 020 7928 8978 for details. Full payments must be received by March 31.

ROYALIST REGATTA FOR THE SHIPWRIGHTS TROPHY

2002



IN AID OF THE SEA CADET ASSOCIATION



Barry are best of everything



BARRY Unit had their most successful year in memory in 2001, having competed in and won nearly every District competition.

The haul of trophies includes first aid (seniors and juniors), sailboat handling, pulling, power boat handling, armed drill, shooting, five-a-side soccer and swimming.

They also gained Best Dressed Cadet at both District and Area competitions.

The Guard marched at the Remembrance Day Parade for the first time in many years and they also provided a guard at the Cenotaph.

TS Cossack, based at HMS Cambria, Sully in the Vale of Glamorgan, now has nearly 40 cadets on its books.

● Seen here (boys too shy!) is the girls football team, POC Moremon and ACs Colley, K. and R. Lake and Richards.

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● Adventurous training is enough to make your head spin at Povlja, Croatia. Picture: Cpl Sylvain Bourget

Training for all at Banja Luka

THE BRITISH have opened up their adventurous training activities to troops of any nationality serving within the Stabilisation Force (SFOR).

This means the chance to take part in trekking, dinghy sailing, wind surfing, kayaking, diving, rock-climbing, mountain biking and orienteering is up for grabs to all nations.

Royal Navy men and women serving as part of both SFOR and Kosovo Force (KFOR) can visit the island of Brac in Croatia to spend a week learning new – and exciting – skills.

Places are available for British and now international Service personnel on the one week courses.

Participants travel to Brac on Thursday and return to their units on the Wednesday, with different activities on offer each day of the week.

The island of Brac is known for its porous limestone 'karst', loved by stonemasons and loathed by farmers, and said to be the stone used in the pillars of the White House.

Walk the path of heroes

THE RAID by the Cockleshell heroes on German shipping at Bordeaux in 1942 is well-known through books, film and articles. Now walkers can follow in the footsteps of the two survivors across the French countryside.

A hiking trail is being launched on June 12 that runs along the 100-mile trek taken by Marine Bill Sparks and Major Goldie Hasler from St Genés de Blaye on the Gironde estuary to Ruffec.

Major Mark Bentinck, RM Corps Historical Records Officer, explains: "The idea of the trail is to perpetuate the memory of the raid by the Cockleshell heroes, and to commemorate those who died."

He describes it as an alternative to the traditional monument, offering a living memorial which will appeal to all ages who can walk the trail and remember the sacrifices of World War II.

Accounts of the Cockleshell heroes tell of the daring raid from the coast up to Bordeaux by ten men in five heavily-laden canoes, where they attached limpet mines to German supply ships. This walking trail follows the escape route of the only two survivors.

Bill and Goldie abandoned their trusty canoe at St Genés before setting out to trek the dangerous route across German-occupied France in the depths of winter, using only a tiny survival compass and a silk escape map for a guide.

Despite the terrible penalties and risk to themselves, many of the French people helped these two on their desperate journey through the vineyards and fields of this fertile region of Bordeaux.

At one farmhouse the Marines were only able to rest themselves for one hour before they had to make a run for it away from searching German troops.

Eventually on December 14, the two exhausted men had covered 60 miles on foot, after rowing over 105 miles in their canoes.

The bitter weather and conditions had taken their toll, and in dire need, the two realised they must find food and shelter. They were fortunate in that the door they knocked on was owned by a Monsieur Pasquereau, a friendly villager who offered them a night's rest and a hot roast chicken dinner.

The two British commandoes left the next morning, indebted to the generosity of their host, and promising to send a message through the BBC.

In time, the Pasquereaus heard from their wireless radio: "Le poulet est bon" – the chicken is good, and knew the two men had made it safely home to Britain.

The walking route passes by the actual farmhouse near Cognac, and Major Bentinck recalls: "I walked the trail last October which took one week, and stayed with the French people who now own the farm. In memory of the event, they

provided me with a roast chicken dinner."

Once the two men had reached Ruffec, their trials were not over. The resistance cell there had not received the message to look out for the two men, so the two Britons stumbled from café to café looking for any friendly face.

Eventually they decided on the only place that would feed them without the necessary ration cards, and ate a meal of potato soup.

As Goldie Hasler handed over the money to pay, he slipped a note to the café owner: "We are escaping English soldiers. Do you know anyone who can help us?"

They were lucky in their choice, and the two men reached home after the Resistance led them across the Pyrenees into neutral Spain.

The route will be shown with waymarkers, and at significant points in the journey of the two men information boards will tell the tale of their exploits.

This trail was the brainchild of Monsieur Francois Boissier, the President of the Frankton Souvenir (Remember Frankton) Association, and the Royal Marines are supporting the idea wholeheartedly.

The local French are still extremely generous to the British people in memory of the actions of 60 years ago. If the Cockleshell heroes had failed, it was possible that the RAF would have had to bomb the area, risking the lives of many civilians near the port.

The main commemoration is being planned for December 12-13 this year which will be exactly 60 years on from the bombing of the German cargo ships in Bordeaux harbour. Wreaths will be laid at the Frankton Memorial at St George de Didonne, near the Gironde.

The next day will see the main ceremonies taking place at Blanquefort, just outside Bordeaux. The Royal Marines will be there in force.

Details of the inaugural walk on June 12 are still being decided. Please send expressions of interest to: Major V. M. Bentinck at the Historical Records Office RM, Centurion Building, Grange Road, Gosport PO13 9XA.

Members of HMS Shetland's guard recently participated in the 1942 Operation Frankton commemoration ceremony when the ship paid an informal visit to Bordeaux.

The guard paraded in the presence of Bill Sparks and a small contingent of the French army to mark the anniversary and lay flowers at a plaque sited where two men from the raid were shot as spies.

BFBS beams from Kabul

BRITISH troops in Afghanistan can now receive a string of radio and television services from the British Forces Broadcasting Service (BFBS).

Two radio stations are being broadcast to all the British bases in the area, along with three BFBS TV channels.

As BFBS says: "We can't do anything about the snow or the minus 16 degrees C overnight temperatures, but we can do our bit to maintain morale!"

Smoother ride for e-bluey mail

THE E-BLUEY post system that delivers real mail over the Internet has adapted itself to meet the new world situation.

Delivery in Afghanistan has been made difficult through poor infrastructure. A new approach called the Bluey Gram means that letters will reach troops on the ground in Kabul in just 24 hours.

Greeting cards can now also be sent through this secure method.

For more information, visit: www.bfpo.org.uk.

Royal guest visits Chatham Navy day

PRINCESS ANNE will be a visitor on June 3 at the Chatham Historic Dockyard for the KM Navy Days which run from June 2 to 4 over the course of the Golden Jubilee celebration weekend.

The Royal Navy will also be there, and the organisers promise all things maritime and military on display over the weekend.

Europe joins together to buy

THE UK has joined together with three other European nations to take a new approach to collaborative defence equipment projects.

Defence Ministers from France, Germany, Italy and the UK have formed the Organisation for Joint Armament Co-operation (OCCAR), aiming to ensure that the purchase of defence equipment is efficient and cost-effective.

OCCAR will manage a number of projects including the Future Surface to Air Missiles family, and in time the Principal Anti Air Missile System (PAAMS).

Membership of OCCAR is open to other European nations provided they commit to the organisation's principles.

Drug patrol ship sets off

DEVONPORT-BASED HMS Sutherland set out in early February for her latest deployment to the West Indies. The Type 23 will be working with the US Coast Guard and other European navies in the ongoing fight against drugs.

Commander Paul Thomas, the Commanding Officer, described the task as an important and exciting part of the battle against the drug trade.

He said: "I have had no difficulty in motivating my ship's company for the challenge ahead as we are all too well aware of the impact that illegal drugs can have on lives."

The Duke class frigate will use her sophisticated sensor and communication systems to help catch drug-runners using the Caribbean islands as a route to the rest of the world.

RN ships also have an important role in humanitarian aid in the area, and British sailors have given invaluable assistance to hurricane-struck islands in the past.

This trip to the sunny Caribbean makes a change for the Devonport frigate. Last November the ship spent four weeks with the Norwegian Navy in the Arctic circle, working in chilly temperatures of minus 40 degrees C.

Since then, HMS Sutherland has been through a maintenance period at her home port.

Two navies swap in Double Dutch

THE ROYAL Navy minehunter HMS Atherstone joined ships from other nations to celebrate the Dutch royal wedding.

Moored in the heart of the Dutch capital Amsterdam, she flew the flag for the UK and RN.

Ten of the ship's company also had the chance to attend a massive pre-wedding party, described as similar to a Royal Variety performance, at the giant Ajax football stadium for the Prince of Orange and Maxima Zorreguieta.

Two Dutch warships are visiting Portsmouth over the course of the month. The submarine Zeelceuw is first to arrive followed by the destroyer De Zeven Provinciën.

The visits form part of brief tours of northern Europe. Apparently the Dutch sailors had heard about Portsmouth's maritime history, and wanted a chance to include the city in their tour.

The De Zeven Provinciën is due to be commissioned in March.



Dine in style in Painted Hall

THE PERFECT Sunday lunch can be had in the Painted Hall of the Old Royal Naval College in Greenwich.

On Sunday, April 28, a three-course Sunday lunch will be served at the tables which have entertained royalty, world leaders, dignitaries and celebrities.

After lunch, one of the college's expert yeoman will provide a guided tour of the site, including a visit to the James 'Athenian' Stuart's much admired chapel.

The cost of this dining experience is £39 per person.

For further information contact David Green on 020 8269 4791.

The cradle of the Navy at Greenwich

THE NATIONAL Maritime Museum at Greenwich launched two new exhibitions in late February.

'The Cradle of the Navy: The Royal Hospital School at Greenwich' is a new permanent display which brings together a collection of rarely seen photographs and memorabilia on the Royal Hospital School's life.

The facility was Britain's largest school of navigation and seamanship, founded to train boys who would later join the Royal Navy or Royal Marines. The School had occupied the

buildings now home to the National Maritime Museum until it moved in 1932 to its present 200 acre site at Holbrook in Suffolk.

The images on display come from the collections of the National Maritime Museum and the modern Royal Hospital School, as well as previously unseen photographs and objects from private individuals.

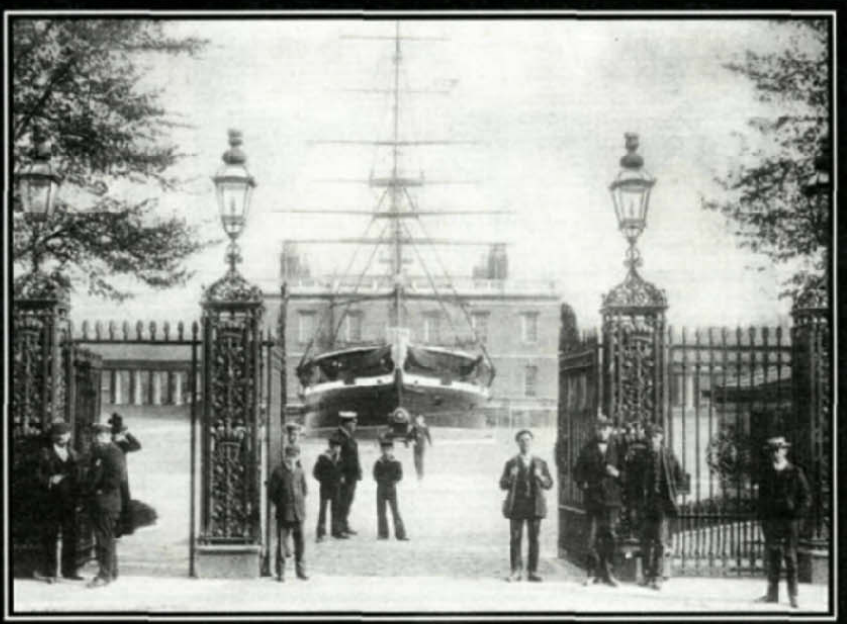
The second exhibition to open at the end of February is called 'On the Coast of Bohemia', consisting of a number of 17th century Dutch and Flemish paint-

ings from the museum's permanent collection. This takes as its theme landscapes which employ imaginary or symbolic elements of coastlines.

Throughout 2002, the Open Museum is running a programme of lectures at Greenwich on seapower subjects including 'Maritime London' and 'Royal Greenwich'.

For information, call: 020 8858 4422 or visit the website: www.nmm.ac.uk.

● The view through the gate of the Royal Hospital School in 1906.



TOPMAST – the way to manage tomorrow's manpower

Brand new deal on the waterfront

Last month the Navy's three top men each opened one of the three new Waterfront Manning Organisations at Portsmouth, Devonport and Faslane – a clear indication of the importance they attach to the WMOs' role in 'Tomorrow's Personnel Management System', or 'TOPMAST'.

This is to be introduced progressively during this year and next for all surface and Submarine Flotilla Able Rates of the Warfare, Engineering and Supply Branches.

In the longer term, TOPMAST will look ahead at the manpower organisation for the Navy in 2010 and beyond – particularly to provide the skills needed to support new units of the Fleet such as the future aircraft carrier.

The WMOs are part of the Fleet organisation, under the port Flotilla Commander charged with management of Fleet units in each of the three base ports. They are there to assist ships and submarines to manage their TOPMAST 'Squads'. They will, for example, in consultation with their parent units, book Pre-joining Training (PJT), AdQuals (additional qualifications) and career courses, decide on the most appropriate employment for individuals left ashore when their units deploy, and manage the employment of medically-downgraded personnel.

TOPMAST's Lt Col Martin Price RM said: "In future, units will plan each AB's personal programme well in advance (typically, up to six months) in conjunction with the WMO, who will be able to react to short-notice changes in programmes and in individuals' personal circumstances."

At the same time, the Drafting and Career Management Liaison Officers (DCMLOs) have become Regional Drafting and Careers Advisors (RDCAs), who will be part of the overall waterfront manpower management organisation. They are located in the same building as the WMO in Portsmouth and Devonport, but their role is different.

Like the DCMLOs, the RDCAs will offer impartial advice and specific help on drafting concerns and queries. The WMO and RDCA together will give individuals the opportunity to have a much greater influence over their future careers – one of the key benefits of the TOPMAST programme.

Second Sea Lord Vice Admiral Sir Peter Spencer (who opened the Portsmouth WMO, First Sea Lord Admiral Sir Nigel Essenhigh and C-in-C Fleet Admiral Sir Alan West obliging at Faslane and Devonport respectively) explained that the present manpower structure had been designed for a much larger Navy than we have today.

"It divides people into branches (Warfare, Engineering, Supply, Medical and Royal Marines) which in turn are further sub-divided by arm (General Service, Submarine, Fleet Air Arm, Royal Marine General and Band Services) specialisation, sub-specialisation and ADQUALS – additional qualifications which are not required by everyone in a specialisation, often obtained by completing a PJT course.

"This structure results in a large number of mutually exclusive but narrow specialist groups which are increasingly difficult to manage – many are now too small to provide sustainable career structures."

The long-term look at manpower structures, for both officers and ratings, would start this year. Meanwhile, the narrow specialisation structure was already making it difficult for Drafty to place individuals with the right skills in the right place at the right time and this was aggravating the gapping problem.

The TOPMAST 'squad' system would "greatly reduce" gapping at the AB level, said Admiral Spencer.

"The Navy Board has now directed the Naval Secretary to undertake a review of specialisations to see how else we can improve the situation in the medium term.

"This review will start immediately and consider all RN ratings' specialisations, with work already ongoing into Royal Marines' specialisations. It will look to see where current narrow specialisation groupings might be better organised into larger groupings of people with similar

skills. In some cases this can be undertaken by giving people shorter career courses and then supplementing this with ADQUALS. This will make it easier for people to top up their skills as they gain experience, rather than do too much training at the beginning.

"An example of where this is being looked at is the Warfare Branch. As Able Rates, the OM AW/EW/UW sub-specialisations perform very similar tasks within the Ops Room – Picture Compilation and Voice Operator. They can all therefore be given General Warfare training with individual Ratings completing ADQUALS for specific skills such as 4.5in gunbay crew and ESM Operator.

"Some Ratings will then complete new ADQUALS to meet the requirements of the ship and for career progression.

"There is nothing new in these proposals and TOPMAST is just seeking to extend an already successful policy to more people. For example, General Service Marine Engineering Artificers (MEAs) no longer sub-specialise but undertake a common career course which is then followed by an ADQUAL giving them deeper skills in a more specific area, diesel engines for example.

"If at some future date the MEA changes from one work area to another – say from diesel to gas turbines – then a re-skilling course (another ADQUAL) is completed."

Admiral Spencer identified four main advantages to this approach:

- It concentrates training where and when it is needed.
- By putting individuals into larger groupings, it gives a fairer promotion system whereby everyone can compete according to ability for a larger number of promotion slots than were available to small groups.
- By making it easier to re-skill with and ADQUAL, it will be easier to achieve the right numbers with the right skills and gapping will be reduced.
- It will be easier to adapt for new skills required by the introduction of new equipments, so improving the career opportunities for those originally trained with skills that become out of date over time.

Ratings in specialisations that may no longer be required will be incor-

'Our problems are now so severe that the status quo is simply not viable'

porated into the new regime, rather than remaining in isolated groups with diminishing prospects. This will be accompanied by the opportunity for re-skilling where appropriate.

"In many cases such Ratings will notice no difference to their employment or prospects – in others they will have enhanced career opportunities," Admiral Spencer concluded.

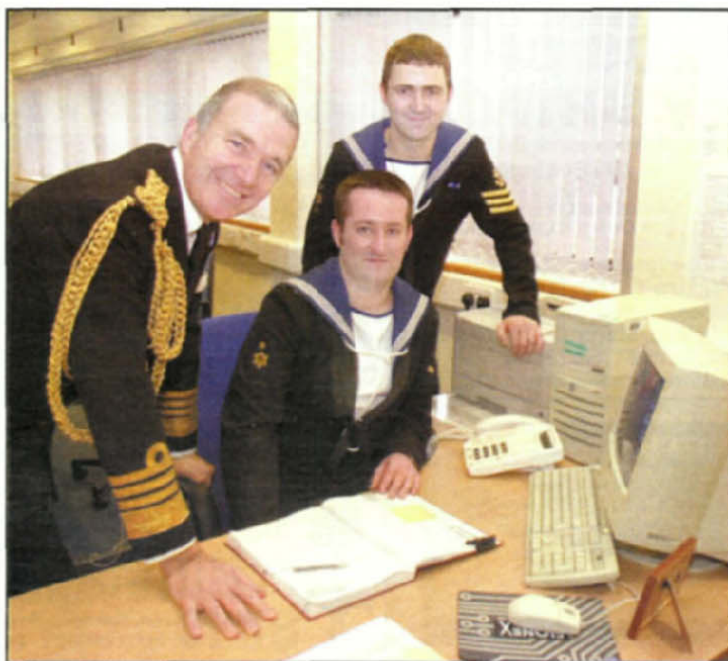
"Understandably, some of you may be apprehensive about such changes, but our problems are now so severe that the status quo is simply not viable.

"That said, I can assure you that no decisions have yet been taken on which specialisations will be included in this programme. As each specialisation is studied in depth, the potential impact on all aspects of terms and conditions of Service will be considered.

"Any potential impact on job evaluation and whole trade scores, pay, promotion opportunities and so on will be fully taken into account before deciding to proceed."

There was no plan to change the terms of Service for those currently with preserved rights, such as non sea volunteers.

Further details will be available in a special edition of the Divisional Officers and Troop Commanders Notes on TOPMAST – and on a CD ROM that will be issued to every member of the Naval Service this month



USE IT!

● **DEVONPORT:** "These Waterfront Manning Organisations are the key to the success of our new approach to manpower management... I am sure this challenge can be met and is a significant step towards more fulfilling careers and greater domestic stability for all Naval Service personnel." – Commander in Chief Fleet Admiral Sir Alan West, seen here with WTR Ian Learmonth and LWTR Craig Pilley.

Way ahead to put Warfare on an even keel

MAJOR changes to improve stability for Operator Mechanics (OMs) ashore and afloat are being made in answer to feedback from Warfare Branch personnel at sea.

A highly detailed study of the branch at AB level, spread over almost a year, looks at the better arrangement of OM specialisations and training while reducing the onboard training load; getting a better return from shore training; and arming the junior OM with basic maintainer skills.

It is hoped this will benefit team building and so enhance operational capability.

The study found a great deal of overlap at AB level between the Above-water Warfare (AW), Electronic Warfare (EW) and Underwater Warfare (UWW) core skills, particularly in the Action Information Organisation (AIO).

So it was decided to create a new specialisation to replace these three sub-specialisations. Communicators, Minewarfare and Survey Recorders were also considered very carefully – but it was felt that their current specialisation structure is appropriate for now.

Main recommendations of the study are:

- Reduction of specialisations by removing AW, EW and UW at AB level.
- Creation of a new specialisation, the Operator Mechanic (Warfare) – OM(W).

● More focussed ADQUALs for job specific skills. Training for an OM's primary role, such as 30mm Aimer Loader, Surface Picture Supervisor, 2050 or ESM Operator will be delivered to the individual who needs it.

● Mechanic training in the new OM(W)2, OM(MW)2 and OM(C)2 courses before First Sea Draft.

● Removal of the requirement for an OM1 career course ashore, with Supervisor level training being delivered by ADQUAL.

From June, recruiting into the AW, EW and UW specialisations will cease and by late summer ratings of the new OM(W) speciali-

sation will be entering the Service. After Parts 1 and 2 training at HMS Raleigh, they will go on the OM(W)s course at the Maritime Warfare School, HMS Dryad and HMS Collingwood.

The new OM(W) course will teach them how to operate and maintain weapons and sensors but will be focused on the operator AIO skills and the appropriate mechanic skills required for the type of ship and billet that they are going to first.

All the OM2 courses will also include modules for Naval General Training, Basic Sea Survival, with time for personal education and development under the Foundation for Modern Apprenticeship scheme. The first OM2s under this new training pipeline will graduate from the MWS early next year.

Newly qualified OM2s will then consolidate their training at sea, gain ADQUALs for specific professional tasks and develop their skills during their First Sea Draft.

Advancement to OM1 will be on proving to the Commanding Officer that they are fully trained members of the team – this requiring completion of a Task Book and being assessed to be at Operational Performance Standard.

Thereafter, OM1s, depending on their ship's requirement and attitude of the individual, will be selected for more advanced Operator and/or Maintainer ADQUALs to prepare them for more demanding supervisory jobs.

The large number of OMs in the AW, UW and EW specialisations currently at sea will need to be re-badged OM(W) and this will be achieved during transition to the new structure.

A working group has now formed to guide implementation of the new structure and training pipeline. More information will be available on a web site and DCI.



● **FASLANE:** "The Squad Manning regime operated from this office represents the first step in a new era of manpower management in the Royal Navy. Overall, the TOPMAST project is designed to better meet the needs of all our people in the Service and we must seize this opportunity to improve the future for us all." – First Sea Lord Admiral Sir Nigel Essenhigh.



● **PORTSMOUTH:** "These facilities will help us to deliver the Squad System which will greatly improve the lives of all seagoing Able Rates. They deliver my predecessor's promise that, in future, ratings will increasingly be subject to personalised appointing as we move away from the somewhat rigid drafting procedures of the past." – Second Sea Lord Vice Admiral Sir Peter Spencer



Miscellaneous

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Prices for RN/RM will be £271, and non-golfers may travel at a cost of £380, with prices including transfers, flights, hotels, golf and car hire.

Any personnel interested should contact the RM Golf Secretary, Cpl B.W. Lee, on 93884 2331.

Rock racers

FRIGATE HMS Lancaster has been so busy it was hardly surprising that athletes on board grabbed top times in the traditional Gibraltar Rock Race - they didn't have time to hang about.

LOM Sandy Jardine achieving the fastest time in the Fleet Rock Race Awards 2001, and colleague CPOMEA Ellie Macpherson notching the third fastest.

Veterans win the day

NAVY hockey veterans put one over the current crop at a President's Day tournament held at Burnaby Road in Portsmouth.

After a chance for old acquaintances to be renewed in the pavilion, the action moved out on to the AstroTurf pitches, where the RN played the ex-RN in a highly-competitive and spirited match.

There were plenty of chances for both sides, but the current team eventually succumbed to the pressure and skill of their opponents, finishing on the wrong end of a 3-0 scoreline.

On the other pitch the concurrent match between United Services Portsmouth and the City of Portsmouth ended 2-2.

In the second round of matches the RN manager selected his provisional line-up for the inter-Services competition, and the side gelled immediately as they took the game to City of Portsmouth.

A superb goal from John Smith opened the Navy's account midway through the first half, and the Navy scored twice more after the break to win 3-1.

The next President's Day will be on January 26, 2003, and any ex-Royal Navy hockey players who would like to take part are asked to contact the US Hockey Club captain, Davy Crockett, on 93843 2070 (mil) or 023 9254 2070 (BT), or at 023 9263 2069.



● Hockey players from HMS Sultan have been celebrating a successful season, winning seven out of eight games to take the Portsmouth Area Champions. Pictured is action from the final fixture against Fort Blockhouse, which Sultan won 5-1. LAEM Dutchy Holland (quartered shirt) dribbles in towards the Fort Blockhouse area.

Boxers edge closer - but still lose to Army

ROYAL Navy boxers proved they could live with their Army rivals - but there is still work to be done if they are going to win.

POPT Q Shillingford's "Magnificent Eight" earned places in the finals of the inter-Services tournament, staged at HMS Nelson in Portsmouth, but most found their Army opponent sturdy enough to withstand a blistering opening and with the stamina and guile to pace themselves over the four rounds.

Shillingford, himself a former inter-Services winner, said the boxers' preparations could not be faulted - and that it was now up to commanding officers and others to determine how successful the Navy's squad can be.

First into the ring in front of an enthusiastic crowd of around 1,000 spectators was MA Khan, but he had the simple task of crossing the ring to the red corner to claim his light flyweight title on a walkover.

OM Kev Davie was the first Navy man to fight - and the pattern for the rest of the night was set.

Davie set about Neil Robinson in the first round, using the ring well and keeping the Army boxer busy in fending off flurries of jabs. Davie upped the tempo in the second round, comfortably dictating the bout, but Robinson made inroads in the third and - crucially - Davie was warned and points awarded against him.

The Army boxer finished the stronger, but it was still something of a surprise to the spectators when the Army man was declared the winner by 8-6.

So, with first blood to the red corner, Mne Jim Cusick stepped up for a light welterweight contest against Gunner Nick Burchett - and the man in dark blue immediately redressed the balance.

Burchett charged in to the bout, almost bundling Cusick over the ropes, but the Royal soon found his range, using his height advantage by firing long, raking jabs into the Army boxer's face.

The contest slowed in the second, with Burchett getting in closer to trade blows, but Cusick took a firm grip on things in the third, forcing the Army fighter to take two standing counts.

Cusick was tiring, and Burchett again tried to get inside the Navy man's reach, but in the fourth he took a third count and the referee



● Max Maxwell (blue) lands a punch on his opponent Gunner Alastair Morrison.

then stopped the match when Cusick dished out some punishment as the two slugged it out.

Mne Kev Green was also thought to have a good chance at welterweight, despite the fact he was up against an international-class opponent in Pte Steve Briggs.

The opening round was all Green, who started with some dazzling footwork and dodged and feinted his way round the Army fighter's shots, making Briggs look almost ponderous - although Green's fancy moves brought an admonishment from the referee.

The pace slowed in the second, though Green, giving away quite a height advantage, was still in the driving seat, but by the third the Marine was tiring and took to the centre of the ring, allowing Briggs to catch him a couple of times.

The final round was a question of stamina - and it was Briggs who had the more ample reserves, maintaining his composure as Green clung on. Again, the decision was met with some surprise by the crowd, who thought the 7-2 decision in favour of the Army was more than generous.

After an Army v RAF bout, won by the Army, and three more walkovers - including Mne O'Connell at Heavyweight - came one of the highlights of the evening, when MEM Max Maxwell took on Gunner Alastair Morrison.

Maxwell started in a cagey mood, but his unorthodox style had Morrison guessing and the Navy man hurt his opponent with a hefty blow late in the round.

Maxwell was giving as good as he got in the second - but he was fielding some telling blows, and he

started to look a little ragged as the Army man opened up.

The third round was fairly even, with Morrison putting in some tidy work, and he remained cool in the final round as Maxwell tried to up the pace, putting in flurries of punches which brought a standing count for Maxwell, and ended with a 9-2 decision for the red corner.

It was much the same story for Mne David Tang in the middleweight contest; Tang, much the smaller man, started with gusto but as the rounds progressed he tired. The third round had little action as the Marine was warned for holding, and L/Cpl Frost kept his composure to record a 7-3 win.

Last up was OM Tony Hindley for a cruiserweight contest with L/Bdr Nick Okoth - and the bout rounded off a disappointing

evening when the home fighter was stopped in the second round.

Hindley had begun brightly, matching Okoth, but the Army man exploded a couple of big hooks on to Hindley's head in the second, knocking him down, and although the Navy man regained his feet the referee stopped it.

Kev Green's conqueror Steve Briggs won the best boxer title for the show, while Kev Davie was judged best runner-up.

After the event Q Shillingford said: "I am really happy with the lads, with what they have done in the last two years."

"All the bouts were even and well-contested, and we couldn't have done that two years ago."

"We are now looking to prepare for next year from tomorrow."

Q also pointed to the fact that

the Army fighters had meaningful bouts under their belts coming into the inter-Services, and that they are training throughout the day as part of their Army routine.

It is a far cry from the Navy, who train outside 'working hours' and are not always released from duties to prepare.

A case in point, he said, was OM Hindley, who was in the Middle East until just before Christmas, and was unable to train intensively.

On his return he had to lose weight rapidly while training for five or six weeks - then step into the ring without having thrown a punch in anger for almost a year.

"We need to improve our preparation to get our lads more bouts in before the inter-Services," said Q.

"We need to get them ring fit and competition fit. I can train them on the track, but there is no substitute for bouts in the ring."

"One or two of the results tonight were a bit harsh - Kev Davie was very unlucky, and Kev Green's could have gone either way."

"When I took over last year we had few lads who could do it at this level, but tonight they all went the distance apart from one."

"Now I will be pushing to get my lads off early, pushing the Commanding Officers to release them - if they want Royal Navy boxing to take off the units need to release them."

"It's not fair to ask them to enter national championships halfway through the season and perform against national boxers with so little preparation."

On hand to watch the proceedings was Earnie Shavers, a heavyweight world title contender in the days of Ali and Holmes.

Mr Shavers, who presented a trophy, said: "It was a very good show tonight - there were some very competitive young men there."

"The officials did a great job, too, making sure no one got hurt. I really enjoyed it."



● Mne Jim Cusick (blue) on his way to victory in the inter-Services boxing championships.

New talent put through paces

MORE than 60 boxers of novice and intermediate standard representing 20 different units gathered to contest the Royal Navy Knockout Cup 2002.

The 40 or so preliminary rounds took up two evenings, leading to the 15 championship finals.

Following two walkover bouts, the contests began in earnest, and saw MA Khan gain a majority result against a member of the host unit, WEA Ro.

A strong contingent from the Royal Marines based at Poole scored victories at featherweight (Mne Goodwin) and light middleweight (Mne Robinson).

The Fleet was also well represented. Wins included LMEM Lawson of HMS Grafton at light welterweight, who also took the best novice boxer of the night award.

At intermediate welterweight, AEM Butterworth of HMS Illustrious proved too strong for OM Caldwell of HMS Liverpool,

and Butterworth was deemed best intermediate boxer of the evening.

One of the best bouts of the event came at intermediate middleweight, with OM Chatburn (HMS Manchester) gaining a majority decision against MEM Green of HMS Ark Royal.

Host unit HMS Collingwood produced a very strong squad, and proved too good for the visitors, taking all three relevant team trophies, while HMS Ark Royal took top Fleet honours.

The event, in its second year, not

only helped to raise the profile of Navy boxing, but also allowed Navy boxing coach POPT Q Shillingford to run the rule over the up-and-coming talent for next season.

The RN Boxing Association has expressed its thanks to HMS Collingwood for staging the event, particularly to LPT Jason Steele, and to officials, the hundreds of spectators, and to all the boxers for making it such a success.

Full results will be posted on the Navy News website.



● St Albans skipper Si Burns and his team are cheered off the pitch by their beaten rivals.

Debut success

HMS St Albans crowned their debut in the Portsmouth Area mid-ships rugby cup by taking the title.

The new Type 23 frigate had only played two games - two defeats - before they prepared to meet HMS Westminster.

Those preparations were hampered by a lack of rugby kit, remedied by the loan of HMS Nelson's old kit.

Under the coaching and guidance of team manager and captain POWEA Si Burns, a Navy prop forward, the St Albans team entered the first match with confidence, and finished the match 24-0 victors, booking themselves a second game within 24 hours, this time against HMS Glasgow.

With spirits now sky-high, even the presence of forward Burns in the back line at inside centre failed to upset their rhythm, and the men from the frigate turned over the destroyer by a comfortable 41-5.

The final match was against another Type 23, HMS Marlborough, and the pattern was repeated as St Albans touched down within five minutes.

Tired legs were forgotten as the new boys went on to repeat their first-round score, 24-0, and having conceded just one try in the three matches they are looking forward to pitting themselves against the winners of the Plymouth and Scotland competitions.

Sunny skies for Navy ski races

BRILLIANT sunshine lit the slopes of Les Arcs in France for the Royal Navy Ski and Snowboard championships.

More than 600 RN and RM personnel, plus a healthy contingent of Reservists, took part in a two-week programme split into 'Learn to Ski week' and race week.

Meanwhile more than 250 people applied for training at various levels, far in excess of expectations, and although some of the more advanced classes suffered in favour of beginners, this situation will be addressed by next year.

Race week began with sunshine, blue skies - and little snow.

The normal race piste at Arc 1800 was unsuitable for racing, and the first evolution was to move to the World Cup piste at Arc 1600, some 5km distant.

The first race was the major and minor unit A teams Giant Slalom over two runs which resulted in a win for HMS Seahawk A, with 1 Assault Group RM runners-up.

The individual winners were Lt Mark Campbell of HMS Heron, followed by Sgt Ross Barbour RM of HMS Collingwood.

The fastest lady competitor across the line was Lt Trish Kohn of HMS Neptune, with CPOWPT Carol Strong, the ladies' captain, also from Nelson, in second place.

The B team and RNWSA Club Team Giant Slalom was held the following day over a slightly easier course, again over two runs, and had a massive 134 competitors.

Individual honours went to Mr Simon Edgington, skiing in the President's pals team (captained



● Lt Andy Naylor of the RN Snowboard Team on the Megeve slopes during the Skiworld Super Giant Slalom at the inter-Services.

Photographer: Angus Beaton

by the RNWSA president), who was followed home by LOM(EW) Spencer-Smith of HM York.

The team race was won by 801 NAS, with RMR Bristol B second.

Following each run by the conventional skiers on day 2, the Telemarkers took to the slopes.

Maj H. Davies RM finishing top with Mr Telemark himself, Lt Col Martin Price RM, second.

There was only one female Telemarker, S/Lt J. Bowker, who completed the course in 11th.

Individual winners in the men's Special Slalom events were Ross Barbour (A race) and MID Fisher (HMS St Albans) in the B event.

Trish Kohn and Carol Strong were again the pick of the ladies.

The team event was a repetition of the Giant Slalom, with Seahawk and 801 NAS respective winners.

The inter-Command races were

closely contested, with the Royal Marines winning the Command Giant Slalom, followed by the Naval Air Command.

In the Command Parallel Slalom the result was reversed, but with the two events carrying different weighting for the overall Command Cup, the Royals were champions, with Naval Air second.

Snowboarding also featured throughout the fortnight.

The races consisted of a Giant Slalom, won by Lt Andy Naylor of 819 NAS, with CPO Mick Arrowsmith of 815 NAS second.

The second event was a floodlit Dual Slalom, won by AEM Terry Hamlyn of HMS Ocean, with Mick Arrowsmith again second.

A full report on this event will appear on the Navy News website, and details of the inter-Services will be in next month's edition.

Under-25s take squash title in thrilling finale

THE NAVY Under-25 squash team made the most of a close season of professional training to win the inter-Services squash title, writes Lt Cdr David Cooke.

The Navy youngsters, trained by past RN champion and now international coach Paul Chaplin, set out their intentions early on by convincingly beating the RAF by 5-0 - without losing a single game - on Day 1 of the event, held at HMS Temeraire in Portsmouth.

During their contest with the Army the current Navy champion and number 1 seed Lt Damien May RM fought out an epic five-setter with his opposite number, and after finding himself two games down, May ground his way back to win 3-2.

OM Lewis Colley (HMS Collingwood) and AEM Neil Martin (HMS Sultan) both won 3-0, while OM Simon Backhouse (RN Sailing Centre, Whale Island) and OM Matthew Noall (HMS Raleigh) secured 3-1 victories.

In the senior event, the awesome Army side disposed of the Navy and RAF with relative ease,

5-0 in each case. The Army Ladies did likewise.

In the veterans event the RAF held off the Army on the final day to retain the trophy they took from the Navy last year.

Chief of the Defence Staff Admiral Sir Michael Boyce presented the trophies and medals to the winners.

RN colours were presented to OM Noall and AEM Martin of the Under-25s, BC/Sgt Sharp (CTCRM), WO Giddings (FOST) and LD Peers (Horsea) of the Seniors, Lt Cdr Edmonds, PO Maund, OM McPartland (Collingwood) and CWWTR Garrity (Nelson) of the Ladies, and Lt Dymond (DNR) of the Veterans.

On completion of the championships, Admiral Boyce presented farewell gifts to Commodore Richard Pelly, a stalwart of RN squash for years, and until very recently Chairman of the RNSRA, and to Lt Nick Dymond, for outstanding contributions to Services and RN squash. Both leave the Service this year.

Racing pair scoop trophies

TWO MEMBERS of the RN Automobile Club collected one third of the prizes available for the Autoscribe Formula 750 Championship 2001 at the club's Dinner at the NEC.

LWEM Sean Graham bought his own car after a year as pit crew for Cdr Paul Morris, and after a successful first year won the Robin Read Trophy for best newcomer.

Sean is on duty in Diego Garcia, so his wife Mary collected the prize on his behalf.

Cdr Morris, of Thunderer Squadron, the RN Engineering Sponsorship Scheme at Southampton University, won cups for sixth place in the championship, second place in Class B, and the highest-placed non-race winner. He was also promoted to Class A.

The cars are single-seat, singed, slick-tired machines with Reliant Robin engines - but can be as fast as Porsche 911 road sports around most of the circuits.

Anyone wanting more information should either visit www.750mc.com or email paulmorrison@kaneshill.freemove.co.uk



● Cdr Paul Morris in his Formula 750 racing car.

Tennis proves a knock-out

ENTRY lists have opened for the first RN Lawn Tennis Association (RNLTA) Navy Knockout competition.

Teams of four, from any unit, will be 'gender-free' - there are no restrictions as to the make-up - and each match will consist of three games; one doubles and two singles matches.

Games will be decided in accordance with the existing County Cup rules - two sets, and if sets are equal a tie-break will decide the winner.

Lodger unit teams will have prior call on players over a mother unit, and matches will be played on the surface most readily available to the home team.

Matches will, where possible, be based on area location, except the finals, which will be played on grass at Burnaby Road on Monday July 29 during the Navy Championships.

Dates for completion of rounds will be set when the entries are known.

All entries should be forwarded to the Secretary RNLTA, including a £10 entry fee, by the end of March.

There is also a men's handicap tennis tournament to be played at the Tennis Dome at Burnaby Road in Portsmouth on March 15 - more details are available from CPOPT Dolly Gray on 9380 23974.

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New 45s: Defender, Dragon, Duncan

THREE more Type 45 destroyers have been ordered for the Royal Navy – to be called Dragon, Defender and Duncan.

It's that bear again!

HMS NEWCASTLE's smallest recruit has reported back for duty after making such a big impression on the destroyer's world tour of 2000.

Salty Bear was sent by the pupils of Marine Park School in Whitley Bay to report back on his adventures – and the little furry toy proved popular with media around the world as he and the destroyer's Commanding Officer, Cdr Steve Pearson, shared the spotlight.

Now Cdr Pearson and his ship, which has taken on the nickname the Geordie Gunboat, are preparing for a deployment to West Africa, the South Atlantic and the West Indies. And Salty – suitably kitted out with appropriate clothing and a passport by the Marine Park pupils – is going with her again.

The well-travelled bear is expected to put his thoughts onto the Internet at regular intervals, creating an educational resource for Marine Park and other schools which log on.

Cdr Pearson's visit to the north-east further strengthened the many contacts he has fostered during his command, and also allowed the ship's team to play a return fixture against Newcastle United.

The first match had ended in a 10-1 drubbing, but things appear to be swinging in favour of the sailors as they restricted the Magpies – featuring two young stars who scored in league matches the following week – to 8-0.

They follow on from the initial order of three in the new class of up to 12 ships – Daring, Dauntless and Diamond – due to replace the Type 42 destroyers from 2007.

Cost of the first six ships when they are completed and fully equipped is expected to be £4.3 billion, making the contract the biggest single UK surface warship order for decades.

They will be built at the Scotstoun and Govan shipyards in Glasgow and by Vosper Thornycroft UK on the south coast.

A total of 22 warships, auxiliaries and submarines are now on order or under construction for use by the MOD.

Defence Procurement Minister Lord Bach said the order was "the clearest indication of the Government's commitment to a modern and powerful Royal Navy."

"This year we will take a decision on a further batch of up to three Astute class attack submarines and next year we will select the preferred bidder for the design and construction of two large aircraft carriers."

"This is the biggest warship construction programme for a generation and a huge opportunity for British industry."

The 7,350 tonne ships will be the most advanced air defence ships in the world when they enter service.

They will carry the world-beating Principal Anti-Air Missile System, designed to destroy the most advanced anti-ship missiles envisaged.

Their construction is expected to sustain about 2,900 shipyard jobs – 1,200 on the Clyde, 900 at Barrow-in-Furness and about 800 at Vosper Thornycroft when work on them peaks – and several thousand more elsewhere in the UK.



●HMS Vanguard arrives in Devonport for her first major refit.

Vanguard in for two-year first refit

TRIDENT submarine HMS Vanguard has been brought into dock ready for her first-of-class refit at Devonport.

The 16,000-ton nuclear-powered submarine was navigated into Devonport on Sunday, February 3, and then nudged into the sheltered Five Basin. On February 9 she was moved to Nine Dock for dry-docking and the start of her refit.

The two-year refit, won by DML, will see her overhauled and her nuclear reactor refuelled. Her three sisters, Victorious, Vengeance and Vigilant, will follow in due course.

On the Trident boat's arrival in Plymouth, Devonport Naval Base Commander Commodore Ric Cheadle said: "Today was the culmination of a lot of hard work to get HMS Vanguard in safely."

"Everything has gone according to plan, and the whole operation went like clockwork."

"We were very fortunate to get a break in the weather to bring her in."

"The Devon and Cornwall Police and our own MOD Police have worked well together to ensure security. It is a very significant day for Plymouth."

Four cadets and an officer from Kelvinside Academy Combined Cadet Force accompanied Vanguard on her passage from Faslane, giving the youngsters a training weekend to remember.

Organised by Lt Ian Thomson, the four cadets – two male and two female – plus a female officer were delivered to Clyde Naval Base and welcomed by the officers and crew of the boat.

They were given a tour of much of the submarine, and although the weather was foul, with heavy seas and a howling gale, most of

the party managed to enjoy themselves without too much discomfort.

On arrival in Devonport the party were given certificates to commemorate their trip, and were given a tour of HMS Drake before they flew back to Glasgow.

'Closer link' between defence at home and away – Hoon

WHILE the United States has made it clear that it will not be deterred from operating abroad by terrorists who threaten the US homeland, Britain's position must be the same, says Defence Secretary Geoff Hoon.

In a House of Commons defence debate he said emerging threats in Africa, the Middle East, the Gulf and Central Asia could come to affect the UK directly, sometimes with little or no warning, and there was now a closer link between ensuring defence of the home base and our ability to undertake deployed operations.

Mr Hoon stressed the role of the Armed Forces in home defence, citing the role played by the Royal Marines in boarding a suspected rogue ship in the Channel just before Christmas.

Down in black and white . . .

KING penguins pick up on the Navy News with OMs Aldo Modini (left) and Ben Whatton as HMS Montrose visits Stromness Bay, South Georgia. The Type 23 frigate, which deployed in October 2001, is due back in Devonport at the end of this month.



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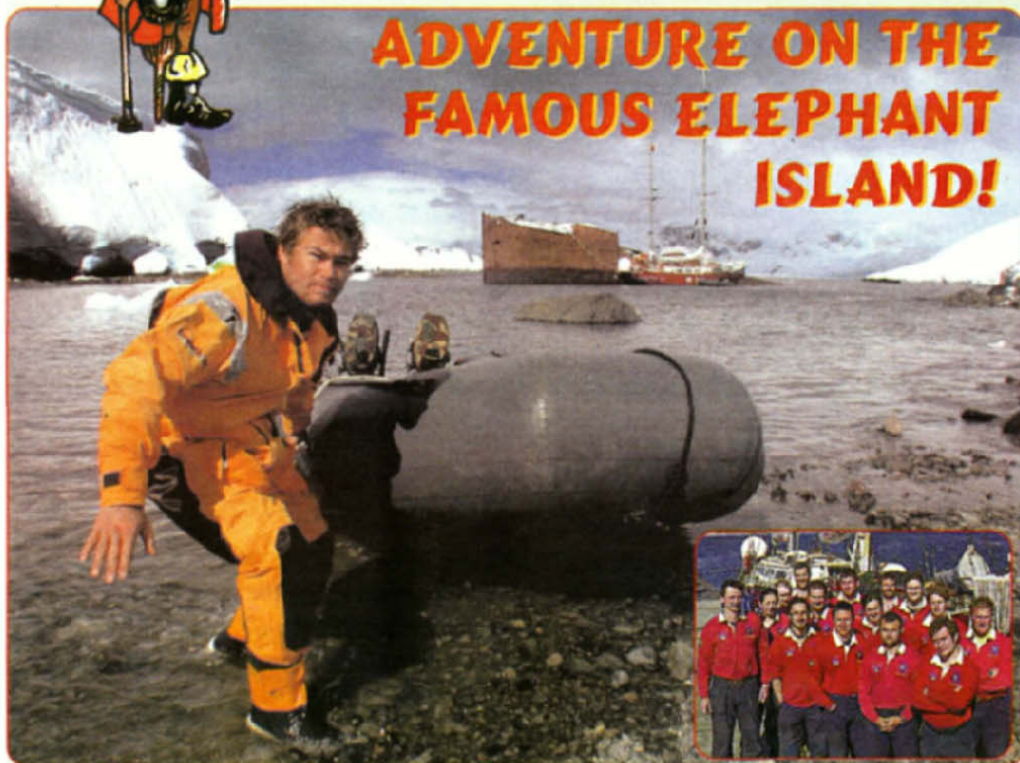




The GANG PLANK Club



ADVENTURE ON THE FAMOUS ELEPHANT ISLAND!



In our Christmas Supplement we told you about the British Army Expedition that was heading for the freezing Southern oceans in the yacht John Laing. The expedition charted the yacht from the young people's sailing charity Ocean Youth Trust.

Well, the crew made it to the chilly south and had some fantastic adventures on the way. One of the most amazing trips was across Elephant Island. In 1916 a famous adventurer, Ernest Shackleton set out in a small open boat from this island for an incredible voyage to South Georgia in the Falkland Islands. He and his crew were very brave and he made Elephant Island very well known at the time.

The Island is over 90 miles from the nearest major landmass and lacks any safe sheltered anchorage or landing site. When the Expedition visited the Island they wanted to do three things - climb Mount Pendragon; search the site of a ship wrecked on the stormy west coast of the island at a spot known as Stinker Point (Giant Petrel birds are known as Stinkers) and to take geological samples from around the island.

The expedition split into three teams, one to climb the mountain, one to go across the Island and one to stay on the yacht. All three teams had some real

adventures and you can read all about them on the Expedition web site www.baee.co.uk

To give you a taste of the adventure here's some of the things the team members said

"James, as lead skier, opened up his first snow-covered crevasse, (ie he skied across a snow bridge over the crevasse which collapsed on his passing, but not with him with it this time). After 2 hours, we could not have moved more than 2 km, and had all had the sinking feeling of opening numerous crevasses with skis or poles. Harry recalls it as something of a relief to actually fall into one! At least he knew with a degree of certainty where it was! There then followed a textbook rescue".

"There, within 3 km, was the greatest variety and concentration of wildlife yet encountered anywhere on the Expedition. A vast number of seals - Fur Seals, fiercely aggressive and defending their territory and given a wide berth; Elephant Seals even the odd Crab-eater Seal.



Nearby, not only penguins of all the normal varieties but also some Macaroni and even, to our complete surprise, a pair of King Penguins".

"It has been the stuff that Expeditions are made of... in various ways each (member of the team) showed considerable courage, ingenuity, stamina, team spirit and determination in the face of genuine adversity. And, despite all the turmoil, we achieved every one of our aims on the Island. It has been a fitting last Antarctic venue for the team and culminates the extraordinary experiences and privilege it has been to savour the Antarctic over the last months. None of us would have missed it for the world".



A VERY TALL ADVENTURE

For some three thousand young people one of the greatest adventures of their lifetime will take place in August this year.

They will be greeted by thousands of people as they arrive in Portsmouth Harbour in a fleet of Tall Ships for the end of the famous Cutty Sark Tall Ships Race.

The people of Portsmouth and the City Council are preparing a huge welcome for them. There'll be lots of parties and a chance to meet up with the other young people who have arrived in up to 80 Tall Ships from all around the world.

If you'd like to take part in the Cutty Sark Tall Ships race or just want to know more about the race and its finish why not log on to www.tallshipsrace.com or contact Jacci Jourdan, The Tall Ships People, 01837 840919?

Big note for your Diary: The Tall Ships arrive in Portsmouth Harbour from August 15 to August 18.



The Russian Tall Ship 'Krusenshtern' on her last visit to Portsmouth

CYBER ACTION FOR YOUNG READERS IN PORTSMOUTH!

Everyone at Navy News will be celebrating on 11 March! It's the official opening of Navy News' brand new Cyber Deck at the popular Action Stations in Portsmouth Historic Dockyard. The opening will be performed by the 2nd Sea Lord, Vice Admiral Sir Peter Spencer

So, don't forget to check out the Cyber Deck when you come to the Historic Dockyard.

MEGABOWL

Megabowl Parties Up for Grabs in this Sensational Easter Competition



If it's the school holidays - then it's time for tenpin bowling! And more than 50 Megabowl centres are ready to bowl you over with an Easter school holiday jam-packed with tenpintastic action. In case the usual helping of fun and excitement wasn't enough, Megabowl centres are also distributing 'Schools Up Vouchers' to schools throughout the country. The voucher entitles anyone 16-years old or under to a special deal on bowling and food.

To celebrate this great Easter holiday offer, Megabowl has joined forces with Navy News to offer you the chance to win one of two Mega Parties for up to 10 teenagers OR a Big Birthday Bash for up to 10 children aged between 4 and 11 years old.

Just answer the question below and you could be a lucky winner of one of these Cool Prizes...

Question: What's the name of the special school holiday deal available at Megabowl this Easter? (you will find the answer in the copy above)

Send your answers on a postcard with your name, address and membership number to:

Megabowl, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

Closing date for entries:
4th April 2002

The Editors' decision is final. Relatives and employees of Navy News are ineligible to enter.



GLOBAL EGGS

Eggs, glorious eggs! There's loads of them everywhere at Easter, chocolate ones, china ones, boiled and painted! But are we the only country in the world to go mad about eggs?

Well actually no, it's a global thing!

In parts of Germany and Austria green eggs are used on Maundy Thursday.

In Greece people exchange bright red eggs to honour the blood of Christ.

In America they roll Eggs

down hills, the most famous hill being on the White House lawn!

In Russia and Eastern European countries eggs are decorated with beautiful designs. Some are decorated using a method called Pysanki. Melted beeswax is applied to a fresh white egg. It is then dipped in lots of baths of dye. After each dip more wax is put over the colour so that at the end there is a very complex and stunning pattern.

What will you do with your eggs this year?

CELEBRATE... ...AND GROW!

Easter is a time for celebration! For years and years and years people have rejoiced at the coming of Spring. It's a time when everything starts growing again and many baby animals are born.

So, why not get outside and celebrate Spring by growing something?

It doesn't have to be anything grand. You can create a mini garden in an empty ice cream tub!

All you need is any kind of empty container, some soil, a trowel, a lolly stick and some seeds. Most Garden Centres have special seeds for children to grow and they are not very expensive.

Your container needs to have some holes in the bottom to allow water to drain through. The easiest, but not the cheapest soil is the soil you buy at Garden Centres. Make sure it's peat free and suitable for planting seeds.

Then, all you do is put your soil in the container. You may need some gravel to help drainage, use the lolly stick to make the hole or channel for the seeds

and follow the instructions on the seed packet. They should tell you where the seeds will grow best. Don't forget, if you bring the container inside put something underneath to catch any water.

Have fun, good luck with your plants!!



FAMOUS BUNNIES!

At this time of the year we all talk about the Easter Bunny but there have been some other bunnies that have become famous.

Captain Plank took a look in the ship's library to discover a few names!

Rabbits in Books

Brer Rabbit

Writer Joel Chandler Harris invented this famous American rabbit in the late 1800's. Brer Rabbit was fond of playing clever tricks on the other animals in the stories

written by Joel Harris

Peter Rabbit

Peter Rabbit was a very naughty rabbit! The very famous writer Beatrix Potter created him, in 1893. The book, featuring Peter in his smart blue waistcoat, called The Tale of Peter Rabbit became one of the best selling children's book. The books about Peter Rabbit are still popular and have sold over 80 million copies - wow!

Rabbit

Although the character in

A.A. Milne's Winnie-the-Pooh didn't have a name Rabbit was still very important in the story. The story of Winnie-the-Pooh was written for A.A. Milne's son Christopher Robin and included all his toy animals.

Film Rabbits

Bugs Bunny

Walt Disney created this loveable rabbit. He has his own famous catch phrase "What's up Doc". But it was another rabbit that helped Walt Disney become famous. When Walt first started making his now

world-famous cartoons he used a character called Oswald the Rabbit. The films sold and Walt Disney was on his way to being one of the most famous names in films.

Roger Rabbit

Another cartoon character, Roger Rabbit, appeared in a film with real life actor Bob Hoskins.

Thumper

This bunny appeared in the very sad "Bambi" film. He got his name because he would warn other animals of danger by thumping his back foot.

WARNER BROS. FAMILY ENTERTAINMENT



VIDEOS TO WIN!

Over one and a half hours of classic Tom & Jerry Volumes 1 & 2 on VHS On general release from 11th February 2002 Price £9.99



We have 10 copies to give away to the first members to write in with their name, address and membership number.

Entries to:
'Tom & Jerry Videos'
Navy News, HMS Nelson,
Queen Street,
Portsmouth PO1 3HH

Closing Date For Entries:
4th April 2002

WOW! LOOK LOOK AT THESE OFFERS!!



WE LOVE POEMS

All of us at Navy News are really impressed with the poems you send us. They make our day so keep them coming! We like your drawings and letters too, of course!

If you like writing poems just send them in to Young Readers Page, HMS Nelson etc Don't forget to put your name, age and membership number on them. You never know, you could find yourself in print in Poet's Corner!! Here's a poem by Alexander Johnstone.



HMS York, the subject of Alexander Johnstone's poem.

PLACES TO VISIT - USE YOUR MEMBERSHIP CARDS FOR DISCOUNTS



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www.royalyachtbritannia.co.uk

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York YO1 9WT
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www.vikingjorvik.com

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1st Nov 22nd March
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10% discount on production of membership card



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(Last admission 5pm)
Winter 9.30am - 4.30pm
(Last admission 3.30pm)

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www.rnsubmus.co.uk

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November - March
10am - 4.30pm

Free on production of membership card



ACTION STATIONS
19 College Road, HM Naval Base,
Portsmouth PO1 3LJ
Tel: 023 9282 0921
www.actionstations.org

April - Oct
9.45am - 5.30pm
Nov - Mar
9.45 - 5pm
Closed Christmas Day

50% discount on production of membership card

SCRAMBLED EGGS

Everyone has their favourite kind of chocolate and most of the best chocolates can be found in Easter Eggs.

Captain Plank and the crew made a list of the kind of eggs they wanted but unfortunately it got stuck in the rigging and all the letters of the words got jumbled up.

Can you work out which chocolates each of the crew wanted?

Captain Plank
Technocat
Jack
Susie
Bert the Deck Hand
Jim the Editor

niolrab
ixwt
armiests
olor
sresetlam
ttubsno

H.M.S. York

H.M.S. York the grey sea sprinter slicing through the hostile seas, The engines roar like hungry bears, The 'ops' room bleeps and buzzes.

Suddenly the radar bleeps, 'Enemy attack enemy attack!' Shouts the officer of the watch, The alarm sounds, 'Action stations action stations' booms the ships megaphone, The captain says 'who dares engage us?' The weapons officer requests permission to fire, The captain says 'permission granted', 'Boom!' The strenuous sea dart missile strikes '180' on the dartboard of war.

Excellent, shouts the captain, Yet another enemy honourably defeated by the strength of the Royal Navy.

As H.M.S. York returns to Portsmouth flying her flag of victory with great pride and honour.

by Alexander Johnstone,
GangPlank Member 2046

CHOCOLATE BASKETS

If you're stuck for a present to give your Mum or friends then why not make these pretty baskets to give.

You'll need...

- 6 Breakfast wheat biscuits
- Large heat proof glass bowl
- saucepan
- 2 large bars of chocolate
- Mini eggs
- Baking tray
- Packet of paper cases or home-made cases

Put your paper cases on the baking tray. How many you use will depend how big you make the nests. You can use hand-made and hand decorated cases.

Melt the chocolate by breaking it into pieces, putting it in the bowl and standing the bowl in a saucepan of hot water. If you are not used to cooking please ask an adult to help.

Crumble the biscuits into the chocolate and then put a spoonful into the cases. Shape into a nest. Leave the mixture to harden, you can put it in the fridge. Then put one or two eggs in each nest.

A yummy and clever present!

SURPRISE, SURPRISE!!

Cilla Black may be good at surprises but, many years ago in Russia, there was one man who was the best at giving Easter surprises. He was called Carl Faberge and he was a jeweller. In fact, in the late 1800's and early 1900's he made jewellery for most of the royal families around the world.

He was particularly close to the Russian Royal Family and was asked by Tsar Alexander III to make a surprise Easter gift for his wife. In Russia giving presents at Easter was popular and eggs had represented Spring.

Faberge loved surprises and he came up with a

present that looked just like an ordinary egg but, when you opened it inside there were beautiful little trinkets, all in gold and platinum with amazing precious gems.

This started a tradition and every year Faberge made more and more beautiful eggs with surprises inside. It's believed he made 49 eggs in all.

When Russia had a revolution in the 1900's some of the Royal Treasures were lost but a number of the eggs still exist. If you ever get the chance to see one in a museum don't miss it, they're amazing!

E IS FOR?

E is for Easter and also Eggs but it also is beginning of loads of other words. Here's a quiz to find out if you know some other words beginning with E.

1. You Hear with these
2. One of the points on a compass
3. A snake-like fish
4. They come from chickens
5. Number before nine and after seven
6. A large grey animal
7. Message sent via a computer
8. You put a letter in one to send it
9. New currency being used in Europe
10. A female sheep

RECYCLE

A big thank you!

-to all of you who sent in drawings for our Great Ideas competition in the January issue.

Goodie Bags are on their way to the four winners who are:

Jodie Savory
Megan Cox
Rebecca Little
Kathleen Adams

And here's one of the winning entries:

This is a great picture from Jodie Savory of Leighton Buzzard in Bedfordshire. Well Done Jodie!

DON'T THROW IT,



DON'T DUMP IT,



RECYCLE!



ACTION STATIONS

A 'Press Gang' report by GangPlank Member James Ware.

When you think about the Portsmouth Historic Dockyard you probably would not think about a brand new State-of-the-Art naval activity centre appropriately named 'Action Stations'.

Walking up to the boat shed you wonder whether you have got the right place! But, once you get inside you know you are in for fun and a treat.

When you go upstairs you can play on the naval games. These have five different challenges, which are all very amusing. When you get called you go through to Horizon which shows clips of the Navy in action. At the end, the Captain of HMS Monarch a Type 23 frigate tells you about life on the waves. Suddenly an alarm goes and everyone in the cinema is evacuated through a sliding door at the back.

After a bit of a walk you are taken through to the cinema to watch the film 'Command Approved' which is fairly rated a PG. It is a very exciting film about modern international piracy and hostages. The film deserves a 10/10.

When the film has finished the fun really begins because now it is the time to 'Be the Navy'. There are some great attractions such as 'Weapons', 'Royal Marines' and even a 'Merlin Helicopter'.

When you get peckish you can have lunch at the Mezzanine café. After lunch you can carry on with the activities and even ride on the 'Ride of the Movie' simulator which is quite breathtaking. I fully enjoyed my trip to 'Action Stations' and will award it a 10/10.

FIXING THE DATE!

Have you noticed people saying that Easter is "late" this year or perhaps Easter's a bit "early"? Well, that's because the date of Easter is not fixed like, say, Christmas Day. It's all very complicated to work out the actual day but it's to do with the phases of the Moon. It can fall anywhere between March 22 and April 25.

In recent years there's been lots of discussion as to whether to give Easter a set date and the second Sunday in April has been put forward. However all the various Churches would have to agree on this and they haven't yet!

THE MESS DECK

It's been a jolly busy time for our postman, your letters have been arriving by the bucket full. We love reading them so keep writing!

Hello to Kathleen Adams and thanks for your great drawing of Susie in her summer outfit, she looks very smart.

Alex Johnstone has just moved to a small village in Leicestershire and he wrote to tell us all about it. Check out our Press Gang page on the web to read more of his story www.navynews.co.uk.

Hi to Thomas Murrant, glad you liked your stamps, we loved them. Look out for more ways of winning top stamps in this issue!

Alexandra from Frome wrote to thank us for the stuff we send out to readers. She was a bit worried we may get tired - well, you're right we do get a bit tired but it's worth it when you send us lovely letters to say Thank you!

Paul Kitching tells us his naval collection is getting bigger and bigger all the time! We started wondering if anyone else collects things - if you do why not write in and let us know! Our address is:

Young Readers Club,
Navy News,
HMS Nelson,
Queen Street,
Portsmouth
PO1 3HH

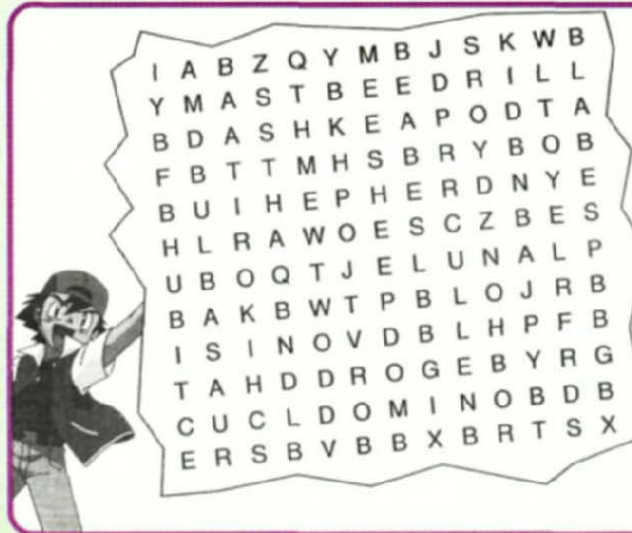
VIDEOS TO WIN!
 Warner Home Videos are releasing the ALL-NEW feature length



On general release from 11th February 2002
 Price £9.99



We have 5 copies to give away to the first members to write in with their name, address and membership number.
 Entries to:
 'Pokemon', Navy News,
 HMS Nelson, Queen Street,
 Portsmouth PO1 3HH
 Closing Date For Entries:
 4th April 2002



WORD SEARCH

Find and circle the Pokémon names listed here:

ASH, MEWTWO, LUNA, CULLEN, DOMINO, BULBASUR, CHIKORITA, BEEDRILL

"GRAB THE GROAN METER" JOKES

Here are some jokes to make you really groan!

FROM BECKY QUINNEY:

Why did the Nurse creep into the cupboard?
 So as not to wake the sleeping pills!

FROM SAM BUTT

Why was the biscuit crying?
 Because his mum had been a wafer so long!

And some Easter jokes...

Knock Knock
 Who's there?
 Eggbert
 Eggbert who?
 Eggbert no bacon!!!

What do you get when you cross a chicken with some whiskey?
 Scotch Eggs!

Where do rabbit pilots learn to fly?
 In the Hare Forcell!

What do you get if you cross a chicken with a dog?
 Pooched eggs!

Birthday Congratulations!

Mhari-Ann Agnew
Jack Arnold
Reece Bailey
Kelly Barber
Kieran Barber
Katie Barker
Katie Barnett
Lewis Barrett
Jonathan Bathard
Heather Bell
Iain Blair
Christian Bonning
Jonathan Boriss
Sophie Bradshaw
Thomas Brazier
Lesley Brodie
Lewis Brown
Robert Browne
Lee Buckley
Mark Bull
David Burgess
Jo-Anne Burford
Martin Calder
Michael Castellani
James Chippendale
Scott Clewes
Freddie Collins
Freddie Collins
Stephanie Cooper
Will Cooper
Jade Cope
Alice Coulton
Rebecca Courtney
Alexander
Cox-Hockey
Daniel Crockett
Mark Crook
Heather Crossling
Harley Dallison
Fiona Deane
Samantha Drain
William Duell
Matthew East

Piers Elliot-Saunders
Sean Elvidge
Andrew Ferguson
James Ford
Tom France
Thomas Francis
Daniel Game
William Gent
Conor Gibbs
Robert Gillett
Sophie Green
Kimberley Griffin
Loren Hancock
Stephen Haselden
Christopher Haskins
Alexander Hatton
Ben Hooson
Robert How
Rachel Hull
Sophie Jackson
Michael Jeffries
Alex Jones
Alex Jones-Huckle
Alex Jowle
Joe Jowle
Yasmine Kent
Kirsty Kerridge
Martin Kerrigan
Richard Le Lerre
Bethany Lever
Leo Licheri-Hood
Charlie Locke
Isobel MacCauley
Shona Manning
William Marshall
Hannah Martin
Thomas Martin
James McArdle
Harrison McGill
Stephanie Mills
Joel Mitton
Callum Munday
Lauren Mundy

Lydia Mundy
Imogen Napper
Laurence Nelson
Martha Oswald
Seth Oswald
Keith Oxborough
Alan Paterson
Lauren Perrin
Robert Plater
James Pointer
Matthew Poole
Johnathon Pye
Kirsty Queree
Thibaut Rawlings
Andrew Rich
Kirsty Rogers
Adam Rolls
Gregah Roughead
Rhys Scourfield
Adam Sindrey
Ashley Smith
Rob Smith
Sophie Spedding
Carmel Squibb
Charlotte Stevens
Charlotte Stevens
Keith Stevens
Adam Stirton
Matthew Swann
Natalie Tatum
Benjamin Taylor
Isobel Taylor
Amy Thackeray
James Ware
Andrew Wells
Guy West
Richard West
Peter Whiddett
Rhys Wiffen
Louise Williams
Claire Wood
Sean Woodcraft
Benjamin Youngs

BEAR ADVENTURES

Rumours are reaching Captain Plank that HMS Newcastle has a very special mascot on board, and that the mascot has been on some very special adventures!

"Salty" is apparently an 20cm high teddy bear, given to the ship by a school in the North East. He's got his own hand made passport and proper kit for wearing around the ship. Children can follow his latest progress as he travels to the South Atlantic by logging on to the HMS Newcastle web site at <http://freespace.virgin.net/b.joy/>



Salty Bear and friends

ADD TO YOUR STAMP COLLECTION

We have 25 Presentation Packs of 'Coastline Comes Alive' Stamps

(issued 19th March 2002)

To give away to our lucky members

Send your name, address and membership number to:

'Coastline Stamps', Navy News, HMS Nelson,

Queen Street, Portsmouth, Hants PO1 2HH

Closing Date for entry 4th April 2002

CELEBRATING CARING

In the last issue of Navy News there was a special supplement celebrating 100 years of QARNNS

Do you know what QARNNS stands for? Well, it stands for Queen Alexandra's Royal Naval Nursing Service.

Queen Alexandra was the wife of King Edward VII and she was the person who persuaded the Admiralty to set up a Navy Nursing Department. The Queen even designed the nurse's badge and approved their uniform.

Over the past 100 years there have been many changes in the service but it remains a vital part of the Royal Navy. The women and recently men, in the service have looked

after injured and sick in every major war since 1902. During peace time they work in hospitals around the world to care for men and women in the armed forces.

It's a very worthwhile job, and it can be fun too! Captain Plank has been following the career of one of the nurses, Helen Moore. She joined the Royal Navy in 1993 as a probationary Student Naval Nurse. After doing her training she has worked in Forces hospitals in Plymouth, Portsmouth and Gibraltar. She has also taken part in several exercises with the Royal Marines and Royal Navy.

She now has a very exciting job on board HMS Endurance, the Royal Navy's Ice Patrol Vessel.



She has to run the ship's sickbay looking after all of the ship's company. As the ship operates in some very cold areas of the world you can bet Helen sees a good few frozen fingers and toes!

If you like the sound of being a QARNNS then you can find out more on the

Royal Navy jobs website at www.rnjobs.co.uk. You need to double click job search and then click on Nurse.

If you want to know more about how Helen's doing on HMS Endurance, log on to www.internurse.com and follow the links.

ADVENTURES IN CYBERMEDICINE

Ever heard of Cybermedicine before? Well, that's what the crews of the amazing yachts in the Volvo Ocean Race are having to rely on to keep them alive and well in their great adventures on the oceans of the world.

Right at this moment some of the world's top sailors are racing each other around the world. They are sailing in eight Volvo Ocean 60 yachts. The race started from Southampton last September and finishes in Germany in June.

The sailors are racing in some of the toughest conditions, in the middle of huge oceans. If any of them get ill or have an accident there are no doctors or nurses to look after them and often no

way of getting them off the yacht.

So, this is where Cybermedicine come in! Using very clever communications the crews get help from the land-based medical team. On board each yacht are cameras, satellite telephones and computers. In an emergency the crews film the patient so the doctors can actually see the problem. They can also chat to the patient on the phones or via e-mail. Three members of each crew

have also been given special training and can look out for signs of illness.

STOP PRESS

A skipper on board one of the yachts has just used a very unusual method of treating a cut wrist. Gunnar Krantz is skipper of the yacht SEB. He cut his wrist on a knife that was sticking out of a bag on board and another crew member used superglue to stick it together. It seems to be working ok but don't try this at home!!!

'SCRAMBLED EGGS' ANSWERS

CP - Lion Bar; Techo - Twix;
Jack - Smarties; Susie - Rolo;
Bert - Maltesers; Jim - Buttons

'E IS FOR' ANSWERS

1 - Ears; 2 - East; 3 - Eel; 4 - Eggs;
5 - Eight; 6 - Elephant; 7 - E-mail;
8 - Envelope; 9 - Euro; 10 - Ewe



FIVE FAMILY PASSES TO BE WON!
TO ONE OF THE FOLLOWING - SEAL SANCTUARY - SEALIFE - THE DUNGEONS (LONDON, YORK & EDINBURGH)
PLUS 20 FREE MEMBERSHIPS OF THE SEALIFE EXPLORERS CLUB

THE SEA SQUARE

A	C	T	W	I	P	S	C	L
D	O	G	F	I	S	H	R	O
P	C	Y	K	J	B	A	A	B
E	T	E	E	H	A	R	T	S
A	O	T	T	E	R	K	N	T
H	P	L	A	I	C	E	O	E
O	U	S	N	Y	V	U	A	R
H	S	I	F	Y	L	L	E	J
E	L	A	H	W	E	E	L	W
T	S	E	A	H	O	R	S	E

Can you find 12 sea animals from the wordsquare below?

- 1) Lobster
- 2) Plaice
- 3) Shark
- 4) Crab
- 5) Octopus
- 6) Pike
- 7) Otter
- 8) Seahorse
- 9) Jellyfish
- 10) Whale
- 11) Eel
- 12) Dogfish

For more information on the above attractions please telephone 01202 440022

When you have completed your Word Square send your completed entry to: "The GangPlank Club" HMS Nelson, Queen Street, Portsmouth, Hants PO1 3HH

Name: Age: Membership Number:

Address: Postcode:

Closing date for entries - April 4th 2002

The judges decision is final. Employees and relatives of Navy News are ineligible to enter. Sorry we cannot return your entry

All new members enrolled in both Clubs will now have Life Membership that lasts until their 16th Birthday.

Members of both clubs will be able to use their membership cards to obtain discounts on entry to many local attractions and events throughout the Year, both in their own locality and nationwide. Our new style coupon reflects these changes - see below

YOUNG READERS CLUB

Please enroll me as a member of The Young Readers Club.

I enclose a PO/cheque (payable to Navy News) for:

£17.50 - Life Membership (valid 16th birthday) (Includes a copy of Navy News for 12 months)

Name

Address

Postcode D.O.B. Tel No

E-mail address

School attended

Joined by: Parent ☐ Grandparent ☐ Other ☐

Do you have any Brothers ☐ Sisters ☐ Ages ☐

Special Interests: Sport ☐ Music ☐ Film/TV ☐

Friends ☐ Reading ☐

Send your completed form, together with a postal order/cheque for £17.50 to:

'Young Readers Club'

Navy News, HMS Nelson, Portsmouth PO1 3HH

call 023 9273 3558 or 023 9282 6040 (24 hr Answerphone)

We will also accept payment by:- Visa, Delta, Access, Mastercard, Solo or Switch on orders of £5.00 or over

The Falklands

Lessons learned

 **Navy News**

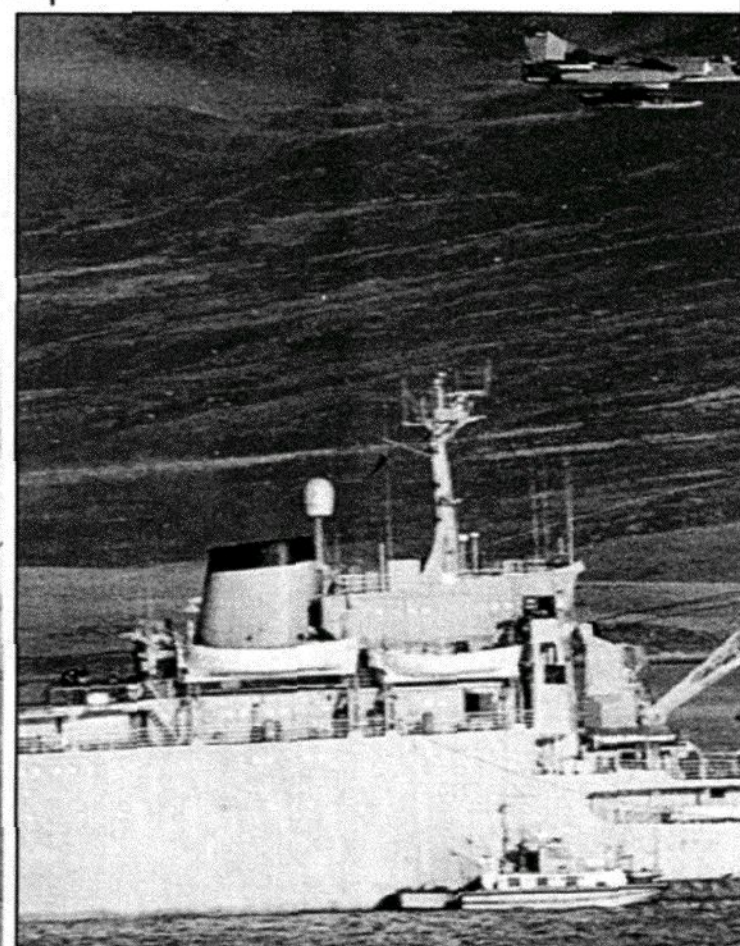




● HMS Hermes in foul Atlantic weather typical of that faced by the task group as it made its way south to the Falklands in 1982.



● One of the most famous images of the Falklands War – with Stanley on the horizon, 45 Commando march on, having crossed the island, mountains and marshes included, by foot. The figure has now been recreated outside the Royal Marines Museum at Eastney – but at the time, and even today, many members of the public fail to distinguish between Army paratroopers and (Naval Service) Royal Marines.



● An RFA landing ship, possibly Sir Galahad, comes under attack at low level over the sea, or by approaching from the hinterland years before, could have prevented some of these attacks.

Learning

THE FALKLANDS War was a turning point in many spheres, not least for the Royal Navy.

The sudden call to arms, and the subsequent deaths of 252 Servicemen, seemed unimaginable only months before the conflict arose.

The diplomacy, the military tactics, the ethics of the war itself, have all been, and are being, subjected to the minutest scrutiny.

But one significant aspect for the

Royal Navy was the lessons learned as a result of a series of painful shocks, which have resulted in a safer and more effective force.

The case of airborne early warning (AEW) was a typical scenario.

According to Cdr David Hobbs, Director of History at the Fleet Air Arm Museum in Yeovilton, the Royal Navy led the way in airborne surveillance – and ironically in low-level fast jet attacks – but the techniques had been abandoned by the time the task group was assembled. “AEW was a technique as old as the hills,” said Cdr Hobbs.

“We launched an aeroplane in the Battle of Jutland which saw the enemy fleet, though it had problems communicating that information.

“The Admiralty saw AEW as the original role of aviation – going back to 1908 the Admiralty formed an air department to see what could be achieved with aircraft – and the answer was you can see beyond the visible horizon.”

AEW became a priority as a result of the Pacific War, when low-flying kamikaze aircraft penetrated the fleets’ defences.

In the Okinawa campaign, 26 US radar picket destroyers were lost because the enemy flew in low and surprised them – the average shipborne radar can reach no further than 18 miles or so.

Accordingly, the US set up Project Cadillac to create an AEW system based on the Avenger aircraft – and when the British expressed an interest in the 1950s, they obtained a variation. Accordingly, in 1952, 849 Naval Air Squadron formed with AEW Skyraiders.

AEW aircraft were deemed a vital element of every front-line carrier’s air wing, and from 10,000ft the early machines were capable of detecting a destroyer-sized ship at 180 miles, and a large Soviet bomber at 75 miles.

These were replaced by the Fairey Gannet, and AEW was centre stage – until whispers were heard that manned aircraft were to become obsolete, and missiles were the way ahead.

Replacement carriers were shelved, and with them went the ability to operate the Gannet.

The Royal Navy had, in tandem, been developing a devastating ability to attack at speed, at low levels,

A Falklands chronology

1592: English seafarer John Davies discovers the Falkland Islands.

1770: Spanish forces drive out the first British settlers. They return the following years when Spain apologises.

1820: Argentina lays claim to the now-uninhabited Falkland Islands, or Las Malvinas.

1829: The US declares the islands as being without government.

1833: Britain occupies the Falklands

1840: Falklands become a Crown Colony

1966: Under a United Nations Resolution, the UK agrees to negotiations with Argentina over the future of the Falklands. The talks continue until 1982.

1976: HMS Endurance discovers an Argentine base on Southern Thule, in the South Sandwich Islands.

1981: UK Government confirms in June that it is to withdraw HMS Endurance as part of defence review. In December of the same year General Leopoldo Galtieri assumes power in Argentina after a coup.

January 1982: Planning begins in earnest in Argentina for a military recapture of the Falklands.

March 1982: Argentina rejects the outcome of UN talks over the islands.

March 19, 1982: A party of scrap-metal workers lands at South Georgia, eliciting a formal protest from the UK. Six days later the party is reinforced from an Argentine ship.

March 28, 1982: Argentine invasion force sails from South America.

April 2, 1982: Argentina invades the Falklands. Governor Rex Hunt surrenders.

April 3, 1982: Mrs Thatcher announces the creation of a task group to recapture the Islands.

April 5, 1982: British task group leaves UK. Foreign Secretary Lord Carrington resigns. US Secretary of State Al Haig begins round of shuttle diplomacy.

April 12, 1982: UK declares 200-mile maritime

exclusion zone around Falklands.

April 25, 1982: South Georgia recaptured.

April 28, 1982: 200-mile total exclusion zone declared around Falklands.

April 30, 1982: British task force enters 200-mile exclusion zone. US officially declares support for UK.

May 1, 1982: Start of the Falklands War, with British aircraft and ships bombarding Port Stanley. Argentine jets attack British ships. Argentine naval attack on British task group begins.

May 2, 1982: Argentine naval attack postponed. HMS Conqueror sinks Argentine cruiser General Belgrano; more than 320 Argentine sailors die.

May 4, 1982: Type 42 destroyer HMS Sheffield is hit by an Argentine Exocet missile. The missile fails to explode, but starts a fire which cripples the ship and causes Capt Sam Salt and his men to abandon the ship, which sinks within days.

May 12, 1982: The QE2 sails from the UK with 3,500 troops on board.

May 21, 1982: British landings take place in San Carlos Water. Type 21 frigate HMS Ardent bombed and abandoned to sink.

May 23, 1982: HMS Antelope hit by bombs. One explodes the following day and sinks her.

May 25, 1982: Type 42 destroyer HMS Coventry is bombed and sunk. Helicopter carrier Atlantic Conveyor is hit by an Exocet and sinks later.

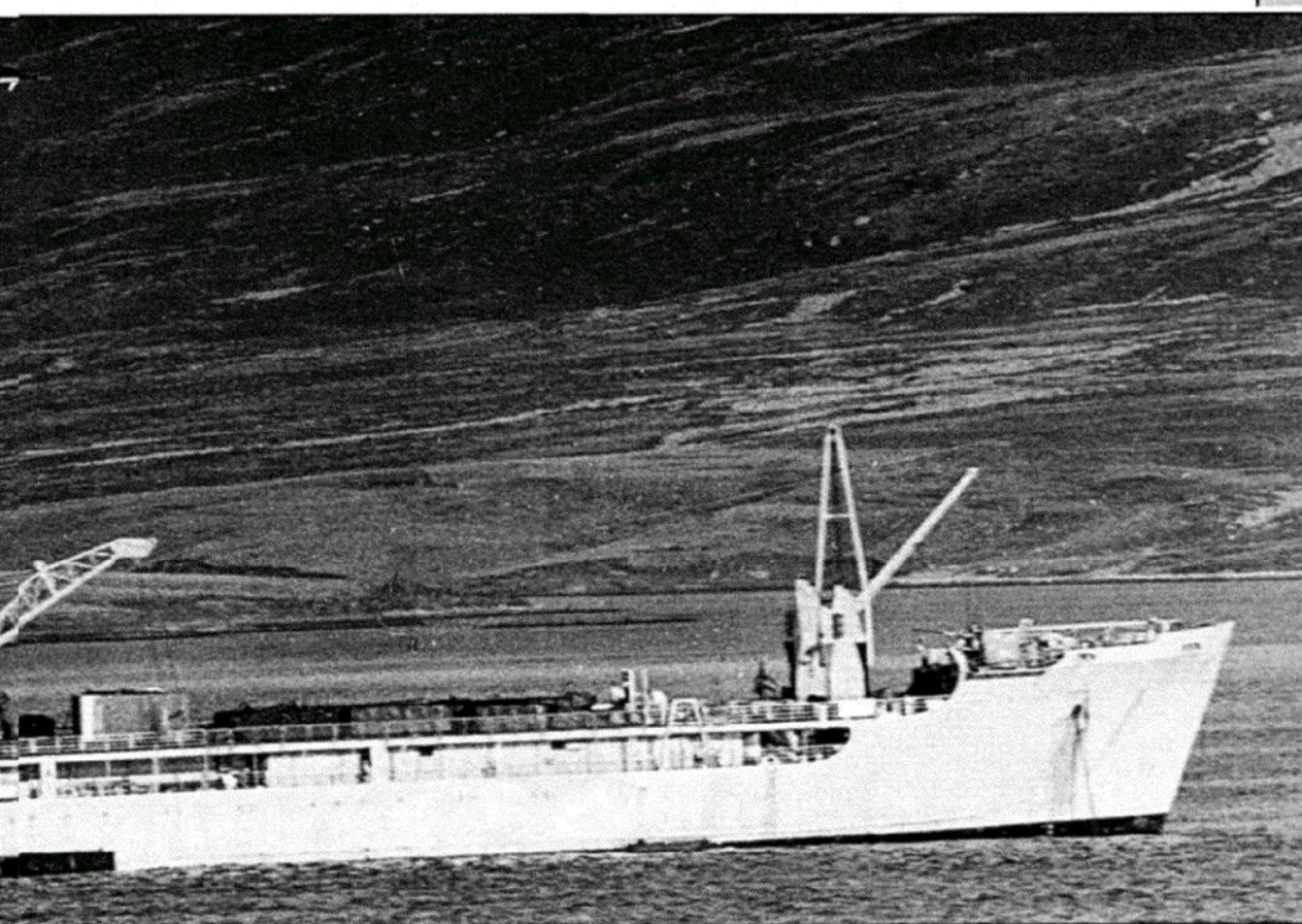
May 29, 1982: Argentine garrison at Goose Green surrenders under attack from 2 Para.

June 3, 1982: 2 Para takes Fitzroy and Bluff Cove. June 8, 1982: RFA Sir Galahad and Sir Tristram bombed at Fitzroy. Sir Galahad is lost.

June 11-14, 1982: British forces close in on Port Stanley, capturing surrounding high ground.

June 14, 1982: Argentine commander surrenders to the British.

● Front: Type 21 frigate HMS Arrow edges close to the burning Type 42 destroyer HMS Sheffield to help fight the fires which eventually claimed the stricken warship.



from an Argentine Mirage jet. Too often, ships of the Royal Navy task group were caught unawares by Argentine jets attacking from the background, where ship's radar fails to pick up the contact from the background clutter. Airborne early warning systems, abandoned

g the hard way

using the much-loved Buccaneer, which had sensors allowing it to pick up radar emissions, at which point it dropped to sea level and pressed home the attack.

"We developed these techniques, other navies - including that of Argentina - took it on, and it was very frustrating that it was used against us in the Falklands," said Cdr Hobbs.

The warning signs were soon there - on May 1, 1982, the first day of action, when the RN task group bombarded Port Stanley airfield, three Argentine Mirages appeared from nowhere and bombed HM ships Glamorgan, Alacrity and Arrow.

One bomb damaged one of the ship's engines, and the first casualty was sustained from the strafing runs which completed the attack.

The ships' radar could not pick up the landward attack of the jets against the background clutter, and time and time again in the ensuing weeks ships were surprised by low-level aircraft and missile attacks.

The remedy was rapidly sought - an evaluation project had tested Sea King helicopters as AEW machines, and two were converted and dispatched to HMS Illustrious as 824 NAS D Flight.

By 1984 849 NAS had re-formed with Sea Kings - and AEW was back in its rightful place in the front line.

Similar lessons had to be relearned in the case of damage control.

In many cases it was not the explosion of a missile or bomb that caused most of the damage, but the fire that resulted.

And, according to Lt Cdr Chris New, responsible for damage control training at the Phoenix NBCD School in HMS Excellent, fire itself was not the sole problem.

"Smoke spread very very quickly in ships in the Falklands - and people had to evacuate important areas of the ships because they became untenable," said Lt Cdr New.

"In a matter of minutes, the Damage Control HQ of Sheffield, Coventry, Plymouth, Ardent and Antelope all had to be evacuated," because of smoke.

The direct result was that modern RN warships such as Type 23 frigates are divided into zones, with smoke curtains, to prevent smoke spreading.

Materials used on board - particularly in furnishing - have also been revised as it was found that foam rubber benches and plastic surfaces burned to produce toxic fumes, adding to the problem.

Fire-fighting techniques also came under scrutiny.

In 1982 personnel assigned to the ship's fire and repair party would have had fire-fighting training, but for the rest of the ship's company the situation was less clear - "it was a bit hit and miss," said Lt Cdr New.

"Now you cannot go to sea unless you have done fire-fighting training. Everyone will have done either a basic or intermediate sea safety course, and half of those courses are taken up by fire-fighting."

Equipment also had to be improved. HMS Sheffield was hit by a missile which failed to explode, but which set the ship on fire.

In piercing the hull, the Exocet missile virtually severed the single fire-fighting ring main, and pressure to hoses was lost.

Explosion shockwaves also unseated pump starter boxes from their contacts, rendering pumps useless - a problem which had been rectified in ships during World War II with shockproof boxes.

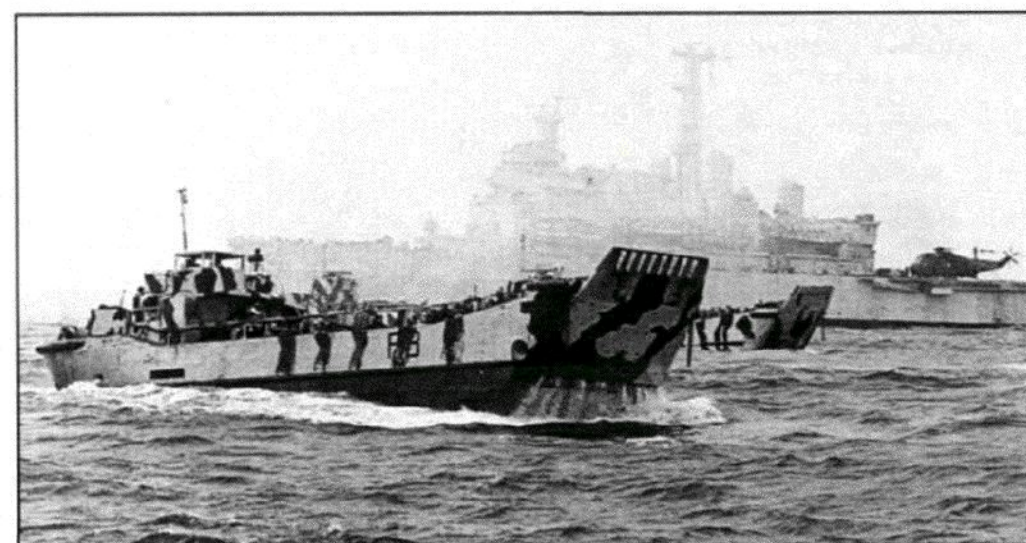
And Sheffield's diesel generators were in vulnerable positions; when the last one failed, the ship was lost.

Post-Falklands warships have several, separate water mains and shockproof starter boxes, while an emergency diesel generator has been set up in a much safer location.

■ Continued on page 4



● An Argentine prisoner wearing a Royal Marines colour sergeant's jersey at Port San Carlos. He is believed to have obtained the jumper from Moody Brook barracks, when the Argentines first occupied the Falklands.



● Members of 40 Commando Royal Marines carry out cross-decking by landing craft from the Canberra to HMS Fearless before landing at San Carlos Water in the Falklands.

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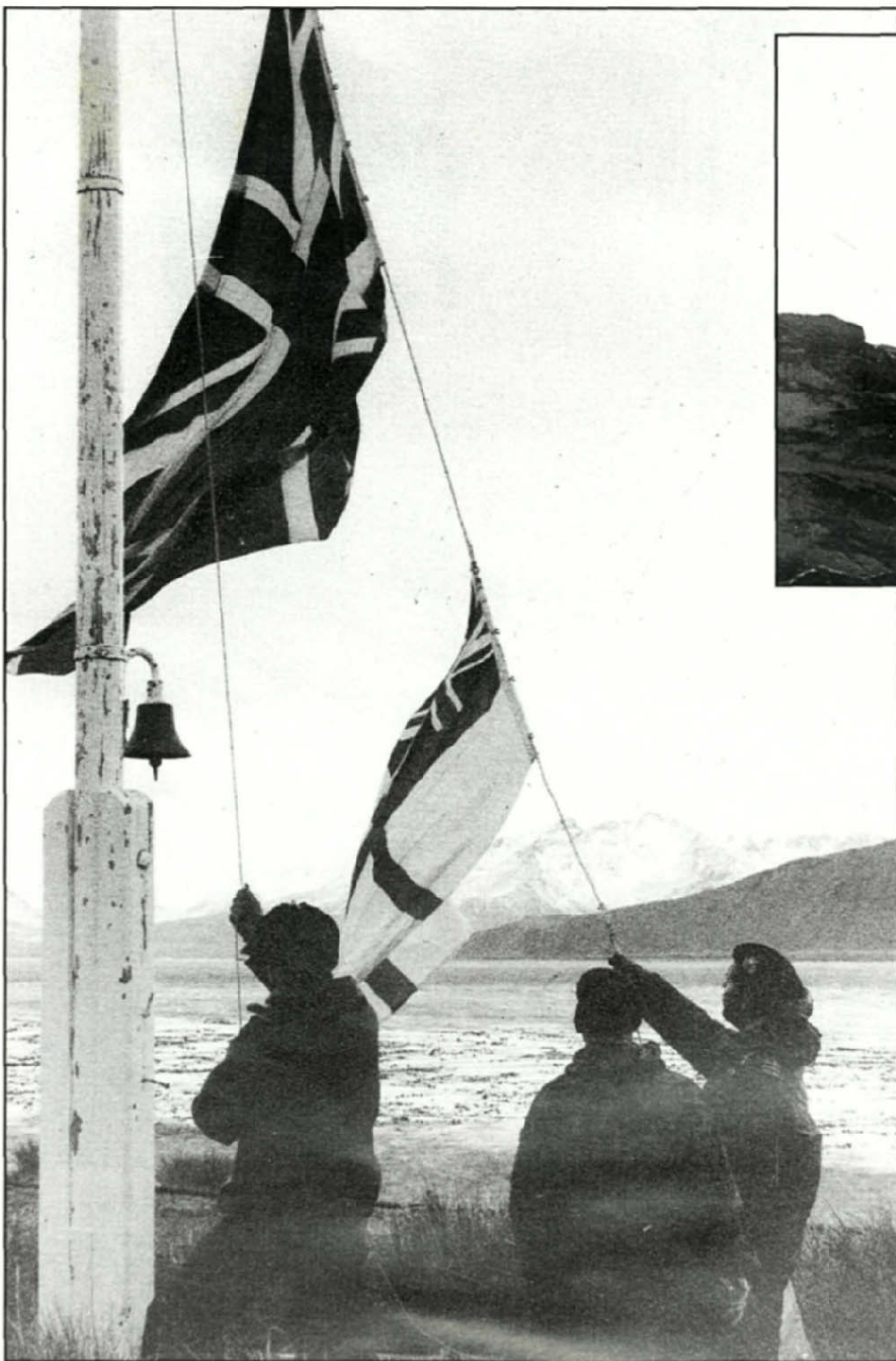
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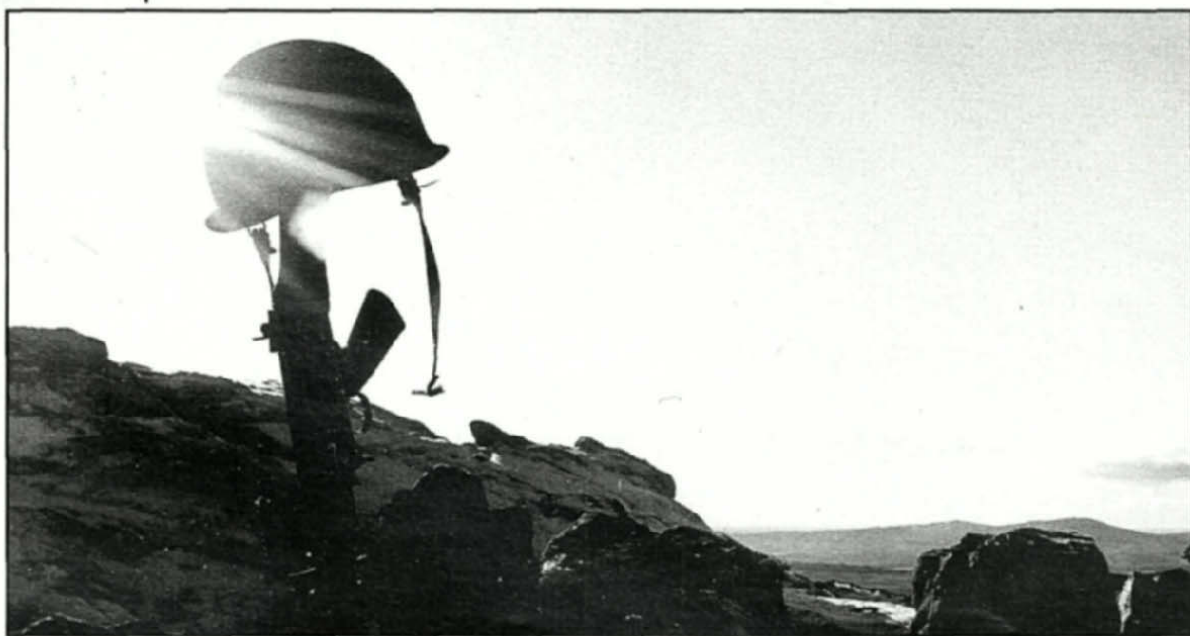
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● Raising the flag on South Georgia after the island was retaken.



● An Argentine soldier's helmet and rifle mark his grave after the action with 42 Commando Royal Marines on Mt Harriet.



● The burnt-out remains of Type 42 destroyer HMS Sheffield.

Learning the hard way

■ Continued from page 3

Ships also now have an 'upper deck re-entry locker' stocked with fire-fighting equipment. In Sheffield, once the fire-fighters had been forced out, there was nothing left with which they could force their way back.

Lt Cdr New also spoke of the changes in personnel issues – the treatment of stress and shock, for example – which had arisen from the Falklands War, and training was a key factor.

"It was important to get people into the right frame of mind for when their ship took a hit," said Lt Cdr New.

"They could say: 'We've talked about this, we've practised for this and we've trained for this, so I can deal with this.'

"We are much more disciplined now about regular continuity train-

ing, as well.

"Between visits to Plymouth for operational sea training, there are teams which make visits for ship-board NBCD training – fire, flooding and so on, and we carry extra timber and practice shoring."

The chances of sailors escaping the kinds of attacks suffered in the Falklands are now far greater, thanks to rapid developments in sea survival techniques, said Lt Cdr John Herriott (retd), the Officer in Charge of the Sea Survival Training Centre at Horsea Island.

"You could argue that it was unforgivable that people died in the sea survival phase – everyone who goes into the water should have a very good chance of surviving that part," he said.

"And as a direct result of that, the sea survival module of the Navy's sea safety courses came to

fruition."

The only significant change to equipment in the interim has been the introduction of the marine evacuation systems for high-sided vessels such as RFA Argus, HMS Ocean and – in due course – the aircraft carriers.

These are basically long tubes which drop down the side of the ship, with baffles strategically placed to slow down the descent.

Training was again revamped as a result of the Falklands.

"Training in 1982 was the sort of bog-standard instruction of the sort that, when you went to Portland, someone inflated a liferaft over the ship's side and one or two people got into it in once-only suits," said Lt Cdr Herriott.

"In some ships lectures would be given, but it varied.

"In the Falklands some people had to do the survival routine for real, and there were some shortcomings, which is why it was decided to make the training mandatory parts of the sea safety courses.

"We train 8,000 or 9,000 people a year in these courses here.

"So if the Falklands were to happen again, everyone in a ship's company, and every member of embarked forces would have had the sea survival training to improve the probability of him or her surviving the ship sinking."

Lt Cdr Herriott has first-hand knowledge of the situation in the Falklands – as a young lieutenant, he was ballast control officer in HMS Fearless, and saw what happened to HMS Antelope.

"I was walking across the deck, going back to the Wardroom for dinner, when it exploded," he said. "The blast almost threw me off my feet – we seemed to be awfully close to it."

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